

1184 N. Mathilda Avenue

SUNNYVALE, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

FINAL REPORT

Prepared For

City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, California 94086

December 29, 2015

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AUTO TRIP REDUCTION STATEMENT

UPDATED: October 2014



PROJECT INFORMATION		Relevant TIA Section:		Section 3.1: Project Description	
Project Name: 1184 N. Mathilda Avenue					
Location: Sunnyvale, CA					
Description: The Sunnyvale Office Park consists of three existing four-story office/research & development buildings totaling 424,815 square feet and 1,429 surface parking spaces located at 1184, 1194 and 1220 N. Mathilda Avenue. The proposed project involves, within the existing office park, the construction of a new five-story, 248,259 square foot office/research & development building over a three-story parking structure, with additional rooftop and basement parking, and a reconfiguration of the parking lots within the office park.					
Size (net new):		<i>D.U. Residential</i>	248,259	<i>Sq. Ft. Comm.</i>	<i>Acres (Gr.)</i>
Density:		<i>D.U. / Acre</i>		<i>Floor Area Ratio (FAR)</i>	
Located within 2000 feet walking distance of an LRT, BRT, BART or Caltrain station or major bus stop?					Yes

PROJECT AUTO TRIP GENERATION		Relevant TIA Section:		Section 3.2: Project Trip Generation	
Auto Trips Generated:	270	<i>AM Pk Hr</i>	237	<i>PM Pk Hr</i>	1,791 <i>Total Weekday</i>
Methodology (check one)	☒ ITE		☐ Other (Please describe below)		
Describe alternative trip generation methodology, if applicable					

AUTO TRIP REDUCTION APPROACH		Relevant TIA Section:		Section 3.2: Project Trip Generation	
☒ Standard <i>Complete Table A below</i>	☐ Peer/Study-Based <i>Complete Table B below</i>	☐ Target-Based <i>Complete Table C below</i>	☐ None Taken		

TRIP REDUCTION REQUIREMENTS		Relevant TIA Section:			
Is the project required to meet any trip reduction requirements or targets?				Yes	If so, specify percent: 22.5% & 30%
Reference code or requirement: Moffett Park Specific Plan requires 22.5% daily and 30% peak hour trip reductions.					

TRIP REDUCTION APPROACHES

A. STANDARD APPROACH		Relevant TIA Section:			
Type of Reduction <i>Specify reduction. See Table 2 in TIA Guidelines</i>		% Reduction from ITE Rates	Total Trips Reduced (AM/PM/Daily)	TOTAL REDUCTION CLAIMED	
				%	Trips
Transit	Proximity to LRT (within 2,000 ft walk)	6%	18/16/121	11%	AM - 33 PM - 29 Daily - 221
Mixed-Use					
Financial Incentives	TDM Program	5%	15/13/101		
Shuttle					

B. PEER/STUDY-BASED APPROACH		Relevant TIA Section:			
Basis of Reduction			TOTAL REDUCTION CLAIMED		
			%	Trips	
Summarize basis of reduction, addressing: -Data used to justify trip reduction rate -Source(s) referenced -Assumptions and methodologies used to develop the trip reduction -How the trip reduction rate is appropriate for the proposed development			Specify AM, PM, and/or Daily reduction	Specify AM, PM, and/or Daily reduction	

C. TARGET-BASED APPROACH			Relevant TIA Section:		
Type of Reduction (check all that apply)				TOTAL REDUCTION CLAIMED	
☐ % Trip Reduction	☐ % SOV mode share	☐ Trip Cap	%	Trips	
If checked, state reduction here	If checked, state reduction here	If checked, state cap here	Specify AM, PM, and/or Daily reduction	Specify AM, PM, and/or Daily reduction	
Description e.g., ITE auto trip generation rates based on square footage or number of units, total person-trips based on employee/resident count					
Time period for reduction	Peak Hour ☐ AM/PM	Peak Period ☐ AM/PM			

OTHER TDM/REDUCTION MEASURES		
Bicycle/Pedestrian	Yes/No Yes	Relevant TIA Section:
Describe any bicycle/pedestrian improvements related to the project. Note both infrastructure (improvements to sidewalks, bicycle facilities, etc.) and programs (subsidies, bike share, etc.) Bike parking will be provided on-site as well as new sidewalks surrounding the project site. A new Class II bike lane would be provided along E Street between 5th Avenue and 11th Avenue.		
Parking Management	Yes/No No	Relevant TIA Section:
Describe any parking management strategies that would lead to reduced auto trips, such as parking pricing, parking cash-out, unbundled parking, etc.		
Transit	Yes/No Yes	Relevant TIA Section:
Describe any transit service or access improvements that would lead to reduced auto trips, such as improved pedestrian connections to transit, added shuttle service, etc. Some of the TDM program elements may include vanpool/carpool program, transit subsidies, etc.		
Site Planning and Design	Yes/No Yes	Relevant TIA Section:
Describe features of the site plan and design of the project that encourage walking, biking, and transit use, while discouraging solo automobile trips. The project is located near a light rail station and several bus stops.		
TDM Program	Yes/No Yes	Relevant TIA Section:
Describe any other TDM program elements at the site, such as: carpool/vanpool programs, emergency ride home service, trip planning, on- site mobile services, etc. TDM program elements will be released when the TDM is prepared for the project.		

IMPLEMENTATION		Relevant TIA Section:
Have the project sponsor and Lead Agency agreed to any of the following measures? Yes		
☒ Monitoring	Describe. annual monitoring via employee surveys and driveway counts once 80% occupied	
☒ Enforcement	Describe. Trip penalty for vehicle trips that exceed either AM or PM peak hour trips estimated in TIA	
☒ Data Sharing	Describe. Monitoring reports will be made available to VTA after City of Sunnyvale staff approval	

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1 Executive Summary

This report presents the transportation impact analysis (TIA) for the proposed 248,259 square foot office/research & development building located at 1184 N. Mathilda Avenue in the City of Sunnyvale.

1.1 Project Description

The Sunnyvale Office Park currently consists of three existing four-story office/research & development buildings totaling 424,815 square feet and 1,424 surface parking spaces located at 1184, 1194 and 1220 N. Mathilda Avenue. The proposed project involves within the existing office park the construction of a new five-story, 248,259 square foot office/research & development building over a three-story parking structure, with additional rooftop and basement parking, and a reconfiguration of the parking lots within the office park.

1.2 Project Trip Generation

Project trip generation was estimated based on the Institute of Transportation Engineers' (ITE) *Trip Generation* handbook, 9th Edition, 2012. The project is estimated to generate 1,791 new daily trips, of which 270 will be generated during the AM peak hour (223 in, 47 out) and 237 will be generated during the PM peak hour (36 in, 201 out).

1.3 Project Impacts and Mitigation Measures

Existing Plus Project Conditions

Intersection Operations

Based on City of Sunnyvale and VTA impact criteria, the proposed project is expected to have a **less-than-significant** impact at all study intersections under Existing Plus Project Conditions.

Freeway Segment Operations

Based on VTA impact criteria, the proposed project would have a **significant** impact on eastbound SR 237 between US 101 and Mathilda Avenue during the AM peak hour. The VTA's VTP 2040 list of financially constrained projects includes the addition of new express lanes on SR 237 between Mathilda Avenue and SR 85. Projects on the financially constrained list are reasonably expected to be funded during the life of the plan. The project's fair-share contribution to this improvement would reduce its impact to **less-than-significant**.

Background Plus Project Conditions

Intersection Operations

The proposed project is expected to have a **significant** impact at the following intersections under Background Plus Project traffic conditions:

Int. #3 Mathilda Avenue / Moffett Park Drive

The City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects include improvements at the Mathilda Avenue / SR 237 interchange and the Mathilda Avenue / Moffett Park Drive intersection.

The implementation of these improvements is expected to reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.

Int. #15 Bordeaux Drive / Moffett Park Drive

Installation of a traffic signal at this location would reduce the project's impacts to less-than-significant. However, improvements at the Mathilda Avenue / SR 237 interchange, which are included in the City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects, would result in modifications to this location that would essentially eliminate the intersection. Therefore, these improvements would reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.

Cumulative Plus Project Conditions**Intersection Operations**

The proposed project is expected to have a **significant** impact at the following intersections under Cumulative Plus Project traffic conditions:

Int. #3 Mathilda Avenue / Moffett Park Drive

The City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects include improvements at the Mathilda Avenue / SR 237 interchange and the Mathilda Avenue / Moffett Park Drive intersection.

The implementation of these improvements is expected to reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.

Int. #15 Bordeaux Drive / Moffett Park Drive

Installation of a traffic signal at this location would reduce the project's impacts to less-than-significant. However, improvements at the Mathilda Avenue / SR 237 interchange, which are included in the City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects, would result in modifications to this location that would essentially eliminate the intersection. Therefore, these improvements would reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.

2 Introduction

This report presents the transportation impact analysis (TIA) for the proposed 248,259 square foot office/research & development building and parking structure within the existing office park located at 1184 N. Mathilda Avenue in the City of Sunnyvale. **Figure 1** shows the location of the project site with respect to the local road network. The purpose of this analysis is to identify potentially significant impacts of the proposed project to the transportation system. This study follows the guidelines and procedures of the City of Sunnyvale and the Valley Transportation Authority (VTA), the Santa Clara County Congestion Management Agency (CMA).

2.1 Project Description

The Sunnyvale Office Park consists of three existing four-story office/research & development buildings totaling 424,815 square feet and 1,424 surface parking spaces located at 1184, 1194 and 1220 N. Mathilda Avenue. The proposed project involves within the existing office park the construction of a new five-story, 248,259 square foot office/research & development building over a three-story parking structure, with additional rooftop and basement parking, and a reconfiguration of the parking lots within the office park.

Access to the project will be via two existing driveways on N. Mathilda Avenue, and two reconfigured driveways on 5th Avenue. One of the driveways on 5th Avenue will provide access to the building's subterranean and three-story parking structure with additional rooftop parking. **Figure 2** shows the project site plan.

2.2 Scope of Work

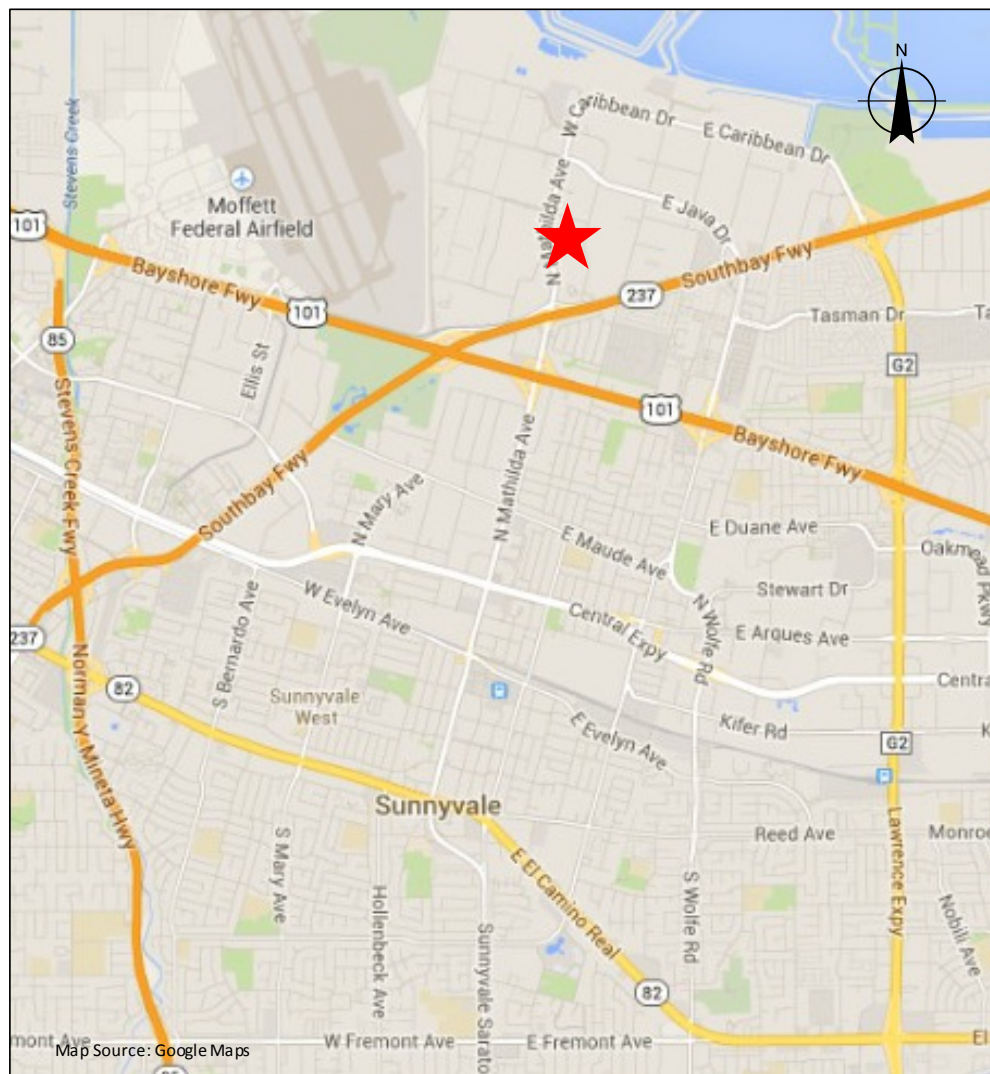
This traffic impact analysis includes an assessment of intersection traffic operations during the typical weekday AM and PM peak commute hours at the following intersections. The study intersections were selected based on VTA guidelines, and include intersections that the project is expected to add 10 or more peak hour trips per lane to any intersection movement. A map of the study intersections is provided in **Figure 3**.

Study Intersections

1. N. Mathilda Avenue / 5th Avenue
2. N. Mathilda Avenue / Innovation Way
3. N. Mathilda Avenue / Moffett Park Drive
4. N. Mathilda Avenue / Westbound SR 237 Ramps
5. N. Mathilda Avenue / Eastbound SR 237 Ramps
6. N. Mathilda Avenue / Ross Drive
7. N. Mathilda Avenue / Ahwanee Drive
8. N. Mathilda Avenue / San Aleso Avenue
9. N. Mathilda Avenue / Maude Avenue

10. N. Mathilda Avenue / Indio Way
11. N. Mathilda Avenue / California Avenue
12. N. Mathilda / Java Drive
13. Bordeaux Drive/Java Drive
14. Bordeaux Drive / 5th Avenue
15. Bordeaux Drive/Moffett Park Drive
16. Innovation Way / Moffett Park Drive
17. US 101 Northbound on-ramp / Moffett Park Drive

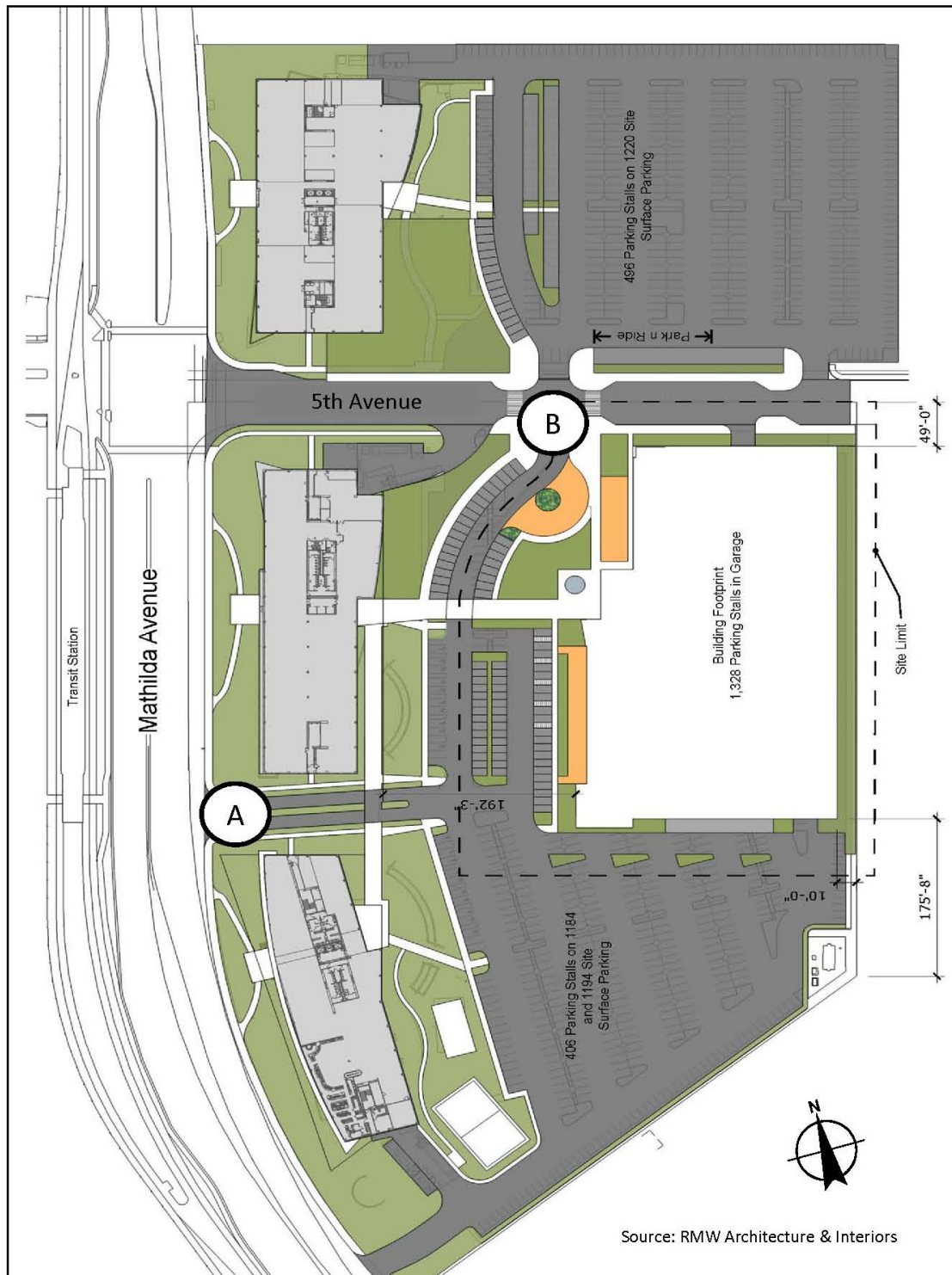
**Figure 1
Project Location Map**



LEGEND

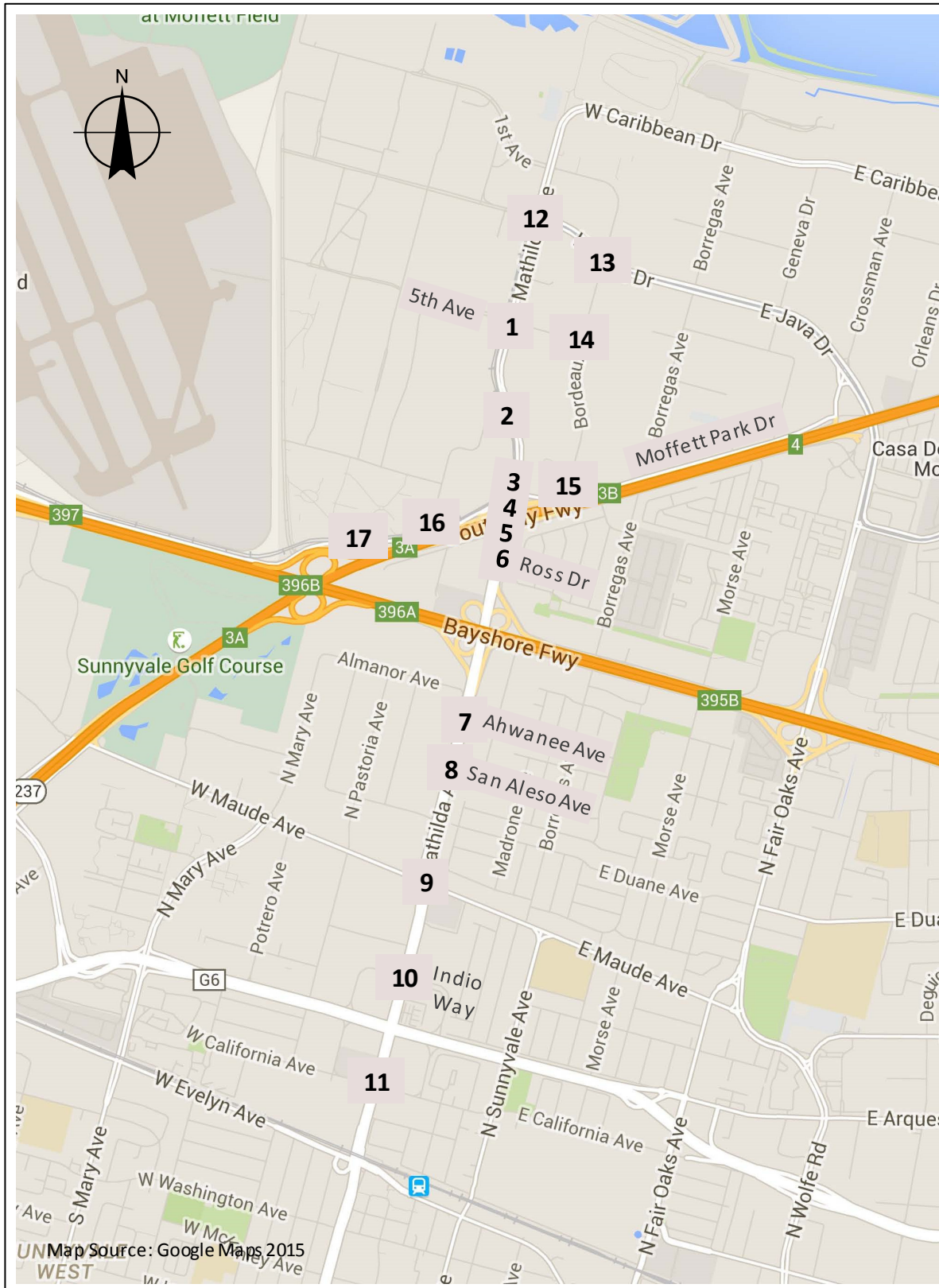
 Project Location

Figure 2
Project Site Plan



Note: Driveways are designated as "A" and "B" for the purposes of the transit access discussion in report Section 8.2.

Figure 3
Project Study Intersections



Freeway Segments

Based on VTA's *Transportation Impact Analysis Guidelines* (2014), a freeway segment shall be included in a Traffic Impact Analysis if it meets any one of the following conditions:

1. The proposed project is expected to add traffic that is 1% or more of the freeway segment's capacity;
2. The proposed project is adjacent to a freeway segment's access or egress points;
3. Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis.

Per VTA guidelines, freeway capacity is calculated as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane or larger freeway segments. For five-lane freeway segments, 2,200 vphpl is used for the two-lane direction and 2,300 vphpl is used for the three-lane direction. Based on Condition #1 above, a freeway segment analysis is required for the segment of SR 237 between US 101 and Mathilda Avenue. **Appendix A** includes the VTA Freeway Analysis Requirement Determination table.

The traffic conditions analyzed for this study are described below.

1. Existing Conditions
This study scenario provides a description of the existing roadway network, transit services, and bikeways that serve the project site. Existing traffic volumes are presented and existing intersection operations are described.
2. Existing Plus Project Conditions
This study scenario evaluates the addition of project traffic to the existing conditions. This section of the report would identify project impacts, if any, and feasible mitigation measures to reduce impacts to insignificant levels, under existing traffic conditions.
3. Background Conditions (Existing Plus Approved But Not Yet Built Projects)
This study scenario evaluates background conditions that are based on the sum of existing trips and trips from approved but not yet built developments in the project area.
4. Background Plus Project Conditions (Existing Plus Approved But Not Yet Built Projects Plus Project)
This study scenario evaluates the addition of project trips to the background conditions. This section of the report would identify project impacts, if any, and feasible mitigation measures to reduce impacts to insignificant levels, under background traffic conditions.

5. Cumulative Conditions

This study scenario evaluates cumulative analysis conditions using the growth factors listed below to reach year 2020 conditions. This section of the report identifies cumulative impacts, if any, and feasible mitigation measures to reduce cumulative impacts to less than significant levels.

Arterial Streets – 1.50% (AM & PM Peak Hours)

Collector Streets – 1.50% (AM & PM Peak Hours)

Local Streets – 1.50% (AM & PM Peak Hours)

2.3 Traffic Operation Evaluation Methodologies and LOS Standards

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept. Intersection operations were evaluated using the TRAFFIX analysis software. LOS is a quantitative description of an intersection and roadway's operation, ranging from LOS A to LOS F. Level of service A represents free flow un-congested traffic conditions. Level of service F represents highly congested traffic conditions with unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes.

For signalized intersections, traffic operations are evaluated based on the overall average delay in seconds per vehicle. The average delay is then correlated to a level of service.

For one and two-way stop controlled intersections (i.e., Bordeaux Drive / Moffett Park Drive, Bordeaux Drive / 5th Avenue), the delay in seconds per vehicle at the worst movement or approach is used to evaluate operations. The delay at the worst approach is then correlated to a level of service. LOS for each side street is based on the distribution of gaps in the major traffic stream and driver judgment in selecting gaps.

Appendix B provides additional information regarding levels of service for signalized and unsignalized intersections.

The City of Sunnyvale has established LOS D as the general threshold for acceptable traffic operations for signalized intersections, except for regionally significant roadways. Regionally significant roadways are generally CMP roadways which includes Mathilda Avenue. The VTA's minimum threshold for CMP intersections and regionally significant roadways is LOS E. The following CMP intersections were included in the analysis:

- Mathilda Avenue / Java Drive (#12)
- Mathilda Avenue / Maude Avenue (#9)

The City of Sunnyvale does not have a formally adopted minimum threshold for unsignalized intersections. For the purposes of this report a minimum threshold of LOS D in combination with the MUTCD peak hour signal warrant volume threshold was used.

Based on VTA guidelines, the LOS standard for freeway segments is LOS E.

2.4 Impact Criteria

CMP Intersections and Regionally Significant Roadways

The following significance criteria were applied to evaluate traffic impacts at CMP intersections and regionally significant roadways:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F, or
2. For intersections already operating at LOS F, the impact would be significant if:
 - i. Addition of the project traffic increases the average control delay for critical movements by four (4) seconds or more, and
 - ii. Project traffic increases the critical volume-to-capacity (v/c) ratio by 0.01 or more, or
 - iii. The critical v/c increases by 0.01 or more when the change in critical delay is negative.

City of Sunnyvale Signalized Intersections:

The City of Sunnyvale has established criteria to determine the level of significance of traffic impacts based on standards set forth by the Sunnyvale General Plan. The following significance criteria were applied to evaluate traffic impacts at the remaining signalized study intersections:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F.
2. Exacerbation of unacceptable operations by increasing the average critical delay by more than 4 seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection already forecasted to operate at LOS E or F.
3. The critical v/c increases by 0.01 or more when the change in critical delay is negative.

City of Sunnyvale Unsignalized Intersections:

The City of Sunnyvale does not have significance criteria for unsignalized intersections. Based on previous studies and common industry practice, the following significance criteria were applied to evaluate traffic impacts at unsignalized study intersections:

1. The addition of project-generated traffic causes operation of the worst movement/approach for a side-street stop-controlled intersection to deteriorate from

an acceptable level of service (LOS D or better) to LOS E or F and the MUTCD peak hour signal warrant volume threshold is met, or

2. Project-generated traffic is added to an intersection already operating unacceptably and the MUTCD peak hour signal warrant volume threshold is met.

Freeway Segments:

The following significance criteria were applied to evaluate traffic impacts on freeway segments:

1. The addition of project traffic causes freeway segment operations to deteriorate from an acceptable LOS E or better to and an unacceptable LOS F, or
2. For freeway segments operating at LOS F under Existing Conditions, the number of new trips added by the project is more than one percent of the freeway segment's capacity.

3 Existing Conditions

This section of the report evaluates existing conditions and includes a description of the project setting.

3.1 Local Road Network

The project is located southeast of the N. Mathilda Avenue / 5th Avenue intersection. The following roadways provide either regional or local access to the project site.

Mathilda Avenue is a major arterial that varies between six and seven lanes. It extends through Sunnyvale in a north-south orientation beginning at Sunnyvale-Saratoga Road and terminating at Caribbean Drive. Mathilda Avenue provides freeway access from the project site to SR 237 and US 101 and is a designated truck route within the City of Sunnyvale. The Average Daily Traffic (ADT) on Mathilda Avenue between SR 237 and Lockheed Martin Way is approximately 20,000 vehicles per day¹. The posted speed limit on Mathilda Avenue in the vicinity of the project is 45 mph.

Java Drive is a four-lane east-west arterial that extends between Mathilda Avenue to the west and SR-237 to the east. Java Drive becomes Lockheed Martin Way west of Mathilda Avenue and becomes Fair Oaks Avenue east of SR-237. The Average Daily Traffic (ADT) on Java Drive between Borregas Avenue and Geneva Drive is approximately 6,000 vehicles per day¹. The posted speed limit on Java Drive in the vicinity of the project is 45 mph. The speed limit is reduced to 40 mph in the eastbound to southbound direction on the bridge over SR-237.

5th Avenue is an east-west roadway that extends between Enterprise Way to the west and Bordeaux Drive to the east. Between Enterprise Way and N. Mathilda Avenue, 5th Avenue varies from four to six lanes, and between N. Mathilda Avenue and Bordeaux Drive it has two lanes. Two of the proposed project's driveways will be located on 5th Avenue between N. Mathilda Avenue and Bordeaux Drive.

Moffett Park Drive is a two-lane collector roadway located along the southern boundary of the project site. It is oriented in an east-west direction and provides regional access from the project site to SR 237 and US 101. The ADT on Moffett Park Drive near Borregas Avenue is approximately 8,340 vehicles per day². The posted speed limit on Moffett Park Drive in the vicinity of the project is 40 mph.

SR 237 is south of the project site and provides regional freeway access from the cities of Mountain View, Santa Clara, San Jose and Milpitas. The freeway, which runs east-west, provides two mixed-flow lanes in each direction. East of Mathilda Avenue, High Occupancy Vehicle (HOV) lanes are provided in each direction. The HOV lanes (also known as carpool lanes)

¹ Source: City of Sunnyvale Transportation and Traffic Vehicle Volume Map, 2011 data.

² Source: City of Sunnyvale Department of Public Works.

can only be used by vehicles with two or more occupants, motorcycles, transit buses and eligible hybrid vehicles during the peak commute periods of 5:00 AM to 9:00 AM and 3:00 PM to 7:00 PM.

Phase 1 of the SR 237 Express Lane project installed express lanes on SR 237 between Interstate 880 in Milpitas and North First Street in San Jose. These express lanes became operational in March 2012. Phase 2 of the project, planned to be under construction later this year (2015), will extend the express lanes from North First Street in San Jose to approximately Mathilda Avenue in Sunnyvale. These express lanes, also referred to as High Occupancy Toll (HOT) lanes, operate during the same commute periods as the HOV lanes (with the exception of the westbound SR 237 direction, which is operational between 5:00 AM and 10:00 AM). They allow single-occupancy vehicles access if they pay a toll (unless an "HOV Only" sign is turned on). These express lanes are free to carpools with two or more occupants, motorcycles, transit buses, and eligible hybrid vehicles.

Interchanges along SR 237 near the project site include US 101, N. Mathilda Avenue, N. Fair Oaks Avenue-Java Drive, and Lawrence Expressway-Caribbean Drive. The ADT on SR 237 near the SR 237 / Mathilda Avenue interchange is approximately 90,000 vehicles per day³. The posted speed limit on SR 237 in the vicinity of the project is 55 mph.

US 101 is generally a north-south freeway. It extends through the states of California, Oregon, and Washington, and in the project area provides access to the cities of San Jose, Santa Clara, Sunnyvale, Mountain View, and Palo Alto. It has three mixed-flow lanes and one HOV lane in each direction. US 101 interchanges near the project site include Ellis Street, SR 237, N. Mathilda Avenue, N. Fair Oaks Avenue and Lawrence Expressway. The ADT on US 101 near the US 101 / Mathilda Avenue interchange is approximately 160,000 vehicles per day³. The posted speed limit on US 101 in the vicinity of the project is 65 mph.

3.2 Bicycle and Pedestrian Facilities

There are three basic types of bicycle facilities. Each type is described below:

Bike Path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.

Bike Lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.

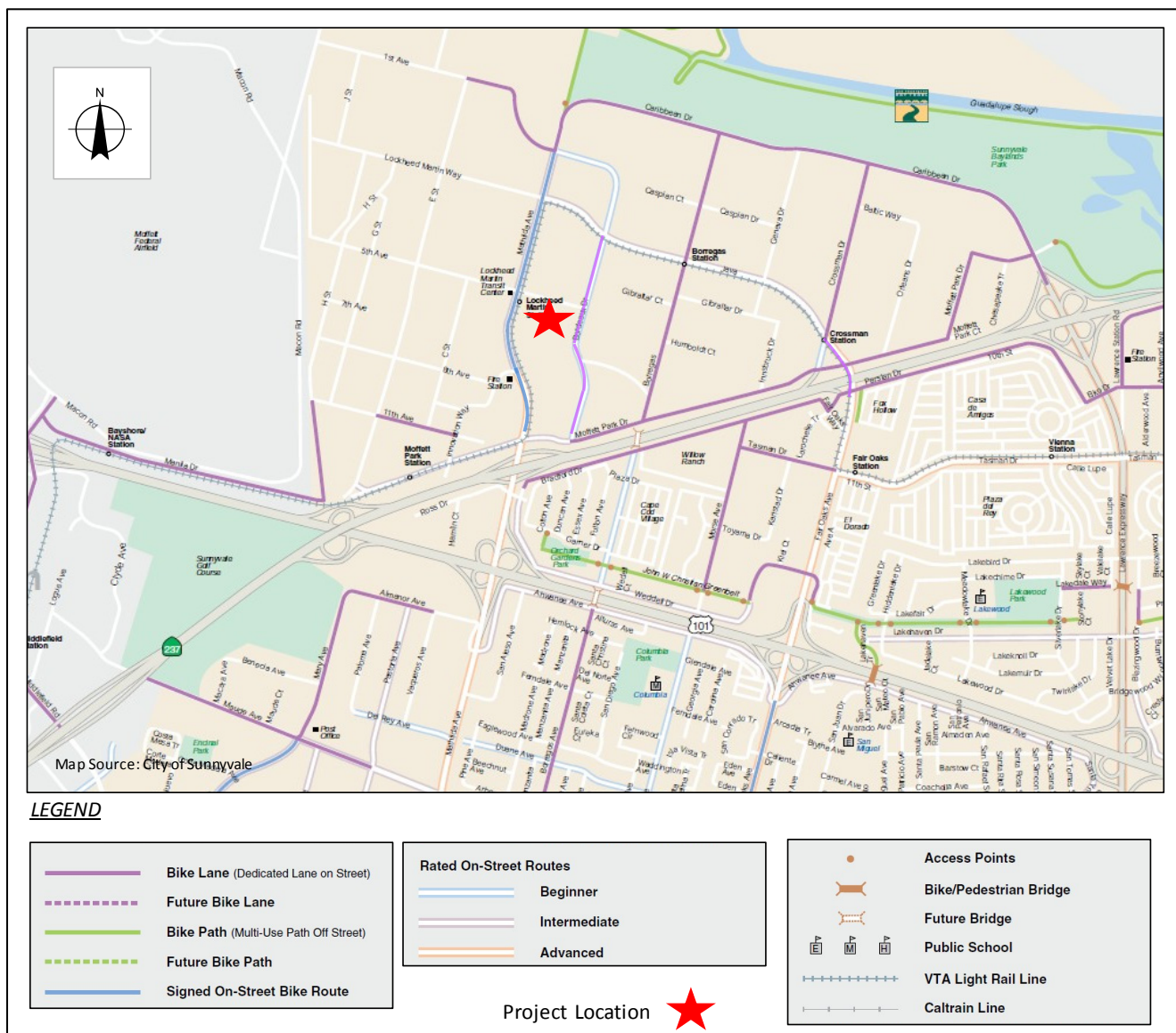
Bike Route (Class III) - Provides shared use of the roadway, designated by signs or permanent markings and shared with motorists.

³ Source: Caltrans Traffic Data Branch webpage, 2013 data.

In the vicinity of the project site, Class II Bike Lanes are currently provided on Moffett Park Drive between Bordeaux Drive and Lawrence Expressway, Bordeaux Drive between Moffett Park Drive and Java Drive, and Borregas Avenue between Moffett Park Drive and Caribbean Drive. Mathilda Avenue between Moffett Park Drive and 1st Avenue-Bordeaux Drive is designated as a Class III Bike Route.

Figure 4 shows a map of existing and proposed bicycle facilities in the vicinity of the project as provided in the City's General Plan.

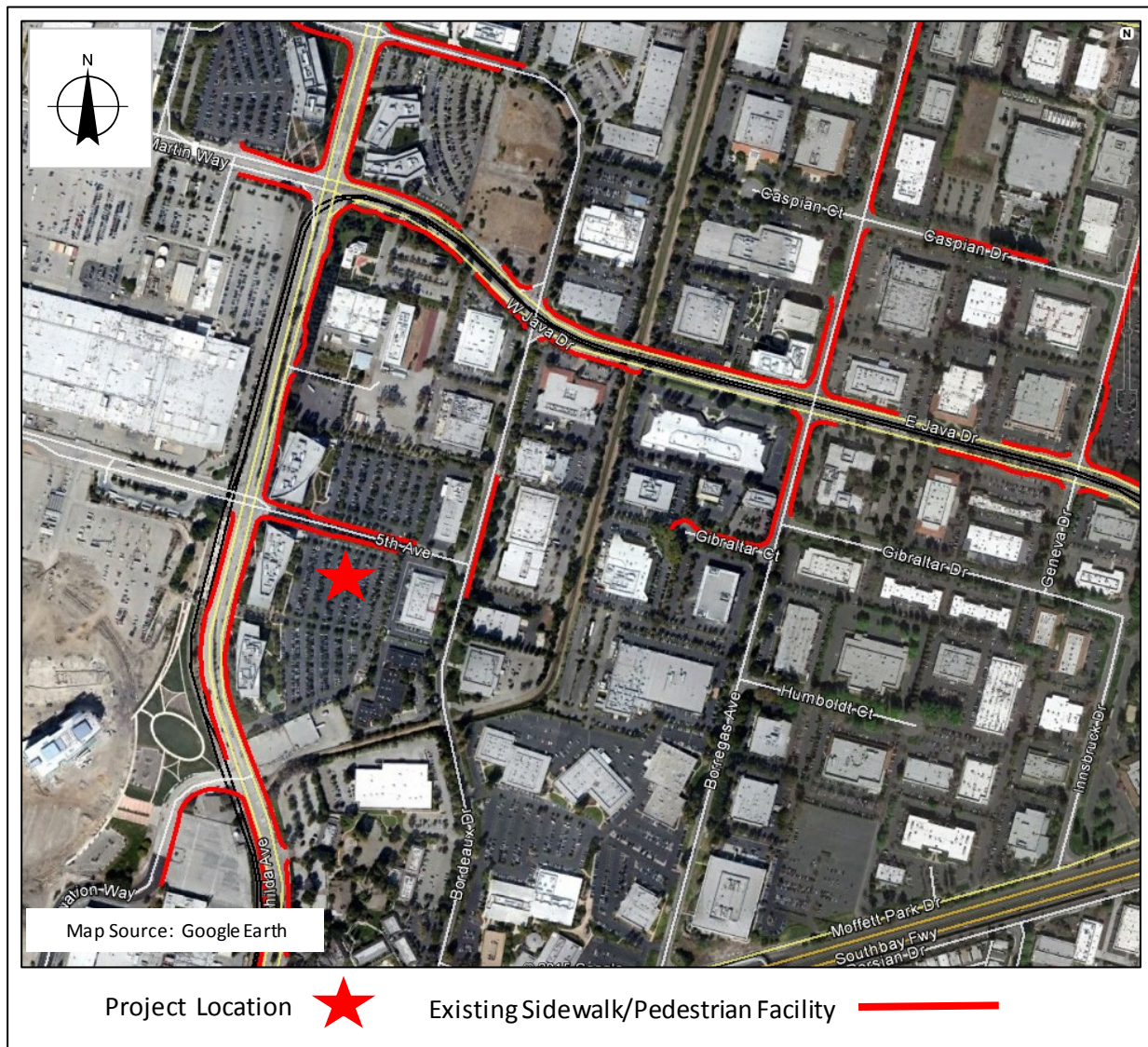
Figure 4
Bicycle Facilities in Project Vicinity



In the project vicinity, sidewalks are provided on both sides of Mathilda Avenue between Moffett Park Drive and 5th Avenue, and on the east side of Mathilda Avenue between 5th Avenue and 1st Avenue. Sidewalks are provided on both sides of 5th Avenue from N. Mathilda Avenue until approximately 300 feet from Bordeaux Drive. Sidewalk is provided on the east side of Bordeaux Drive, beginning just south of 5th Avenue and extending approximately 570 feet to the north. Sidewalks are not provided in the vicinity of the project on the majority of Bordeaux Drive.

Figure 5 shows a map of existing pedestrian facilities in the vicinity of the project.

Figure 5
Pedestrian Facilities in Project Vicinity



3.3 Transit Services

The Santa Clara Valley Transportation Authority (VTA) operates numerous transit routes and modes within Santa Clara County. VTA currently operates Bus Routes 26, 32, 54, 120, 121, 122, 321 and 328 within the study area. The VTA light rail line 902 also serves the project area; the Lockheed Martin light rail station is located approximately 900 feet from the project site. In addition, route 826 provides shuttle service between the Lockheed Martin and Great America light rail stations, providing access to the Altamont Commuter Express (ACE) rail service that connects San Jose to Stockton. Below are descriptions of the individual routes.

Caltrain provides train service in the region between San Francisco and San Jose, with limited service to Morgan Hill and Gilroy. Caltrain operates 92 weekday trains, 36 trains on Saturdays, and 32 trains on Sundays. The Sunnyvale Caltrain Station, located on E. Evelyn Avenue, is approximately three miles south of the project site. Thirty-one northbound and 32 southbound trains stop at the Sunnyvale Caltrain Station on weekdays, with an average headway of about 43 minutes. On Saturdays, 18 northbound and 18 southbound trains stop at the Sunnyvale Caltrain Station with an average headway of about 55 minutes. Bus service between the Sunnyvale Caltrain Station and the project site is provided by VTA route 54.

ACE (Altamont Commuter Express) provides weekday commuter rail service between Stockton and San Jose, with stops in Lathrop, Tracy, Livermore, Pleasanton, Fremont, and Santa Clara. ACE operates four westbound trains in the morning from Stockton and four eastbound trains in the afternoon from San Jose with about one hour headways. ACE shuttle services between the Great America Station in Santa Clara and the project area, with stops near the N. Mathilda Avenue / Java Drive intersection (approximately one block from the project site) are provided for passengers of the Altamont Commuter Express train service.

Local shuttles also provide service between the Moffett Park Specific Plan area, major transit facilities and surrounding neighborhoods.

Light Rail Route 902 provides weekday and weekend service between the cities of Mountain View and Campbell, with stops in Sunnyvale and San Jose. In the vicinity of the project, the route includes stops on Moffett Park Drive, Mathilda Avenue (Lockheed Martin), and Java Drive at the Borregas and Crossman Stations. The route has headways of approximately 15 minutes on weekdays and 30 minutes on weekends.

Route 26 is a “regular” bus route that provides weekday and weekend service between Eastridge Mall in San Jose and the Lockheed Martin Transit Center. The route travels along major arterials within the cities of San Jose, Campbell, Cupertino and Sunnyvale, including Mathilda Avenue and Java Drive in the vicinity of the project site. The route has headways of about 30 minutes on weekdays and 30 to 60 minutes on weekends.

Route 32 is a “community” bus route that provides weekday and weekend service between the San Antonio Transit Center in Mountain View and the Santa Clara Transit Center. The route travels along Mathilda Avenue between Evelyn Avenue and Indo Way and passes through two study intersections. The route has headways of approximately 30 minutes on weekdays and 45 to 60 minutes on weekends.

Route 120 is an “express” bus route that only provides weekday service. The route travels along Java Drive and Mathilda Avenue in the vicinity of the project site. The route provides six southbound trips from the Fremont BART Station to the Lockheed Martin Transit Center that depart between 6:12 a.m. and 8:28 a.m., and six northbound trips from the Lockheed Martin Transit Center to the Fremont BART Station that depart between 4:05 p.m. and 6:13 p.m. The route has various stops within the cities of Fremont, Milpitas, and Sunnyvale.

Route 121 is an “express” bus route that only provides weekday service. The route travels along Java Drive and Mathilda Avenue in the vicinity of the project site. The route provides nine northbound trips from the Gilroy Transit Center to the Lockheed Martin Transit Center that depart between 4:30 a.m. and 7:52 a.m., and nine southbound trips from the Lockheed Martin Transit Center to the Gilroy Transit Center that depart between 3:00 p.m. and 6:12 p.m. The route has various stops within the cities of Gilroy, San Martin, Morgan Hill, Santa Clara, and Sunnyvale.

Route 122 is an “express” bus route that only provides weekday service. The route travels along Java Drive and Mathilda Avenue in the vicinity of the project site. The route provides one northbound trip from the Santa Teresa Light Rail Station in south San Jose to the Lockheed Martin Transit Center that departs at 5:52 a.m. and one southbound trip from the Lockheed Martin Transit Center to the Santa Teresa Light Rail Station that departs at 4:48 p.m. The route has various stops within the cities of San Jose and Sunnyvale.

Route 321 is a “limited” bus route that only provides weekday service. The route provides one westbound trip that departs from the Great Mall Transit Center in Milpitas at 8:10 a.m. and arrives at the Lockheed Martin Transit Center at 8:46 a.m. In the afternoon, an eastbound trip departs the Lockheed Martin Transit Center at 5:50 p.m. and arrives at the Great Mall Transit Center at 6:32 p.m. The route has various stops within the cities of Milpitas, Santa Clara, and Sunnyvale.

Route 328 is a “limited” bus route which only provides weekday service. The route provides two northbound trips that depart from Almaden Expressway and Via Valiente in San Jose at 6:00 a.m. and 7:20 a.m. and arrive at the Lockheed Martin Transit Center at 7:10 a.m. and 8:44 a.m., respectively. In the afternoon, two southbound trips depart the Lockheed Martin Transit Center at 4:50 p.m. and 6:00 p.m. and arrive at Almaden Expressway and Via Valiente at 6:17 p.m. and 7:18 p.m., respectively. The route has various stops within the cities of San Jose, Campbell, Saratoga, Santa Clara, and Sunnyvale.

Route 826 is an Altamont Corridor Express (ACE) shuttle service that only provides weekday service. The route provides four westbound trips that depart from the Great America ACE Station in Santa Clara at 6:16, 7:31, 8:36 and 9:11 a.m. and arrive at the Lockheed Martin Transit Center at 6:44, 7:59, 9:04 and 9:39 a.m. In the afternoon, four eastbound trips depart the Lockheed Martin Transit Center at 3:11, 4:11, 5:04 and 6:04 p.m. and arrive at the Great America ACE Station at 3:39, 4:39, 5:39 and 6:39 p.m. **Figure 6** shows VTA transit routes in the vicinity of the project. **Figure 7** shows the locations of transit stops near the project site.

Figure 6
VTA Transit Routes in Project Vicinity

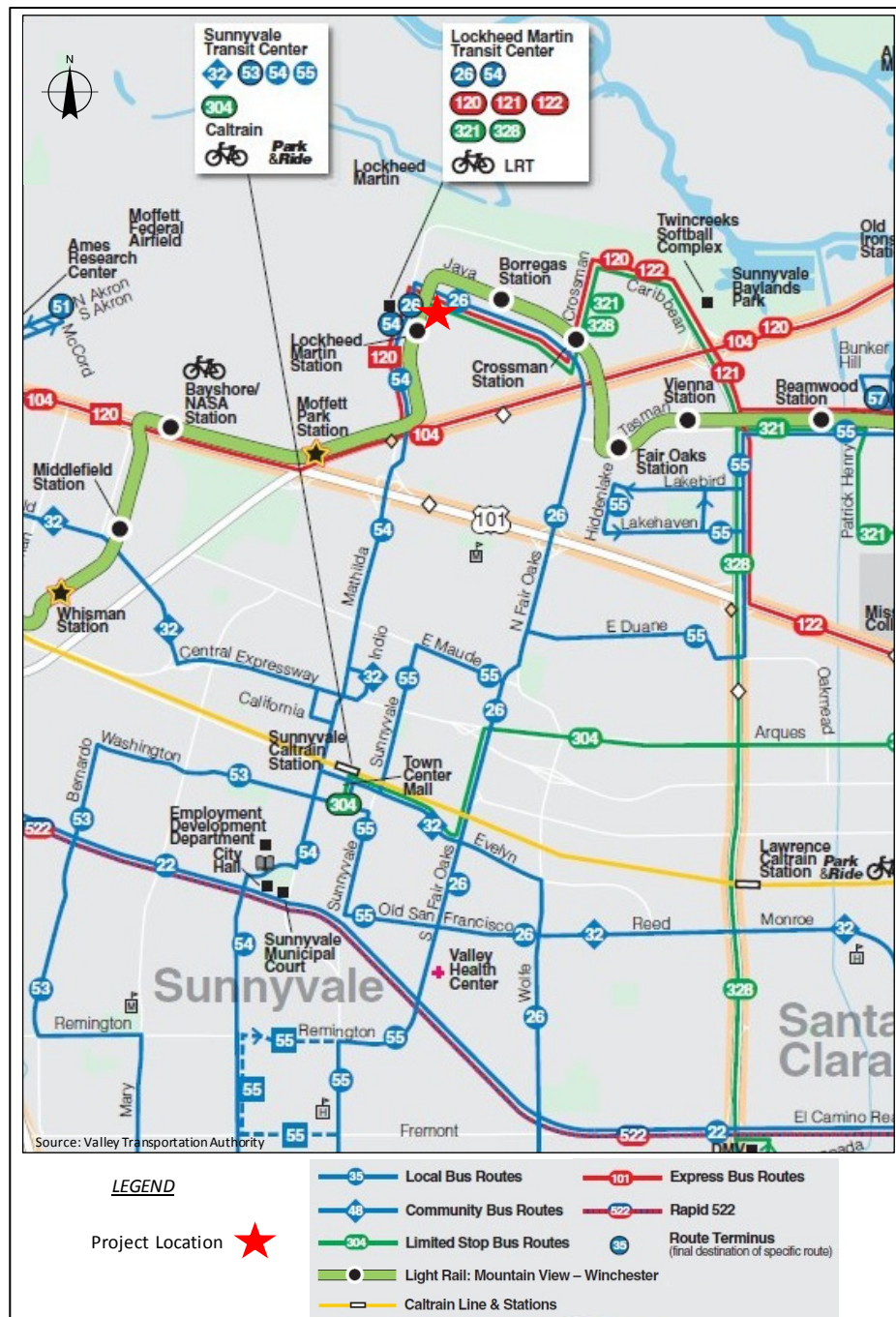
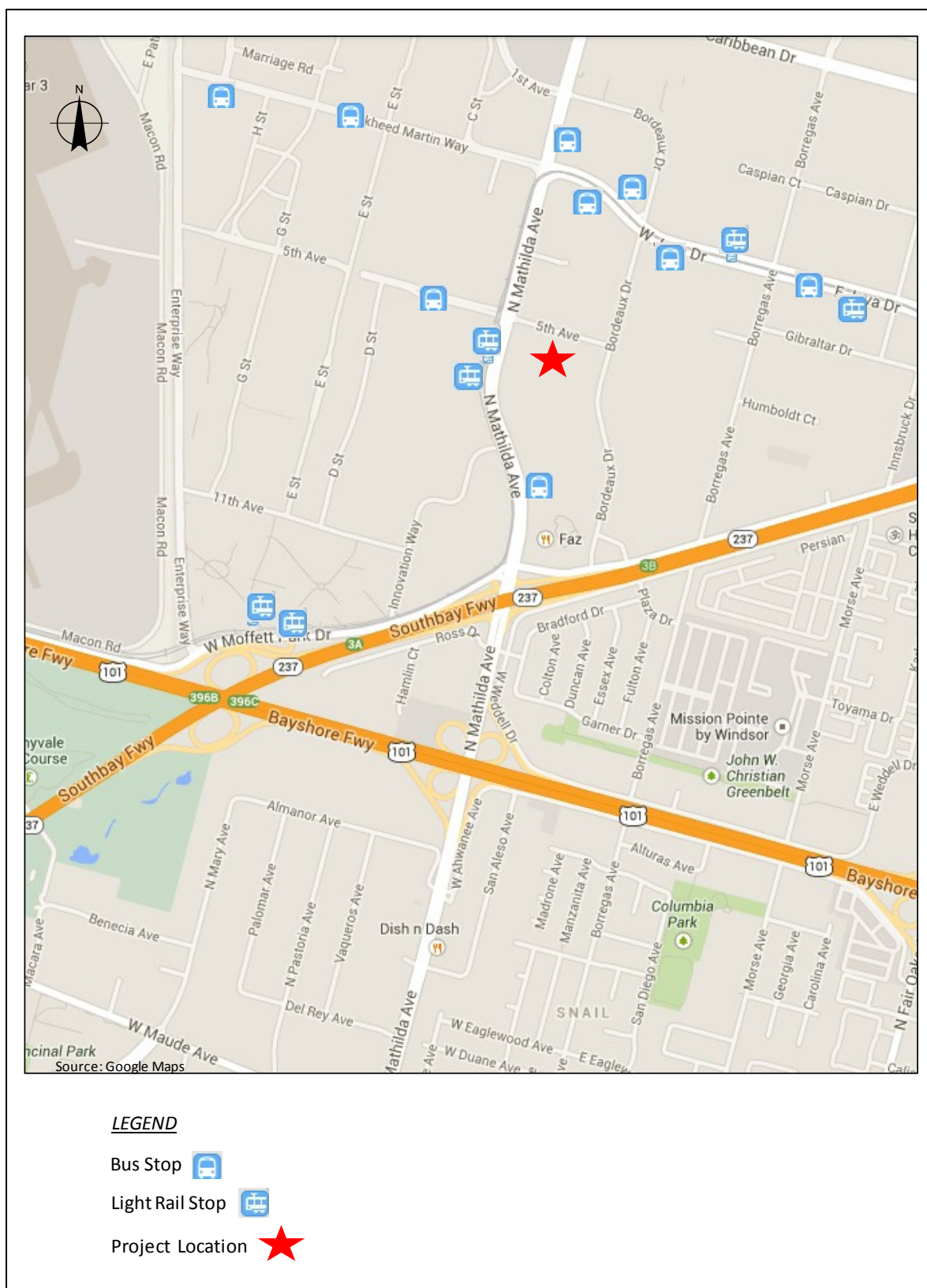


Figure 7
Transit Stops in Project Vicinity



3.4 Existing Transportation Demand Management Programs

The proposed project is located within the Moffett Park Specific Plan (MPSP) area. New developments within the MPSP area with development density of 60-70% FAR are required to prepare a Transportation Demand Management (TDM) program to reduce daily vehicle trips to the project site by a minimum of 25% and peak hour vehicle trips by a minimum of 30% (compared to ITE trip generation estimates). The TDM program must provide a detailed description of the strategies that will be used to achieve this goal and include penalties for non-compliance of performance goals. TDM programs are reviewed by City of Sunnyvale staff. Annual reporting of employee commute patterns and results of the program are also required. TDM program elements may include the following:

- Carpool Programs
- Vanpool Programs
- Public Transit Programs
- Parking Programs
- Pedestrian Programs
- Bicycle Incentives and Lending Programs
- Promotional Activity Programs
- Telecommuting
- Alternative Work Scheduling
- Paid Parking Permits
- Alternative Fuel Incentives
- Car Share Programs

TDM elements may also include design measures that encourage the use of alternative modes of transportation and reduce auto trips such as dedicated pedestrian access to transit, bus turnouts/shelters, designated parking areas for carpools and vanpools, on-site loading/unloading areas, attractive on-site pedestrian circulation and pedestrian malls, bicycle storage facilities, and on-site daycare and dining facilities.

The Project Applicant will develop a TDM plan to reduce daily vehicle trips by 25% and peak hour trips by 30%.

3.5 Existing Traffic Data

The evaluation of intersection operating conditions is based upon the highest one-hour traffic volumes observed during the morning and evening peak commute periods. To establish existing traffic conditions, intersection traffic counts were collected during the weekday AM (i.e. 7:00 – 9:00am) and PM (i.e. 4:00 – 6:00pm) peak periods at the study intersections. The four highest consecutive 15-minute intervals within the two hour data collection period were then used to identify the peak hour at each intersection.

The majority of the intersection traffic counts (13 out of 17) were conducted in June 2015. The remaining four intersections were counted in March 2013, November 2014 and January 2015. The traffic count dates are summarized in **Table 1**.

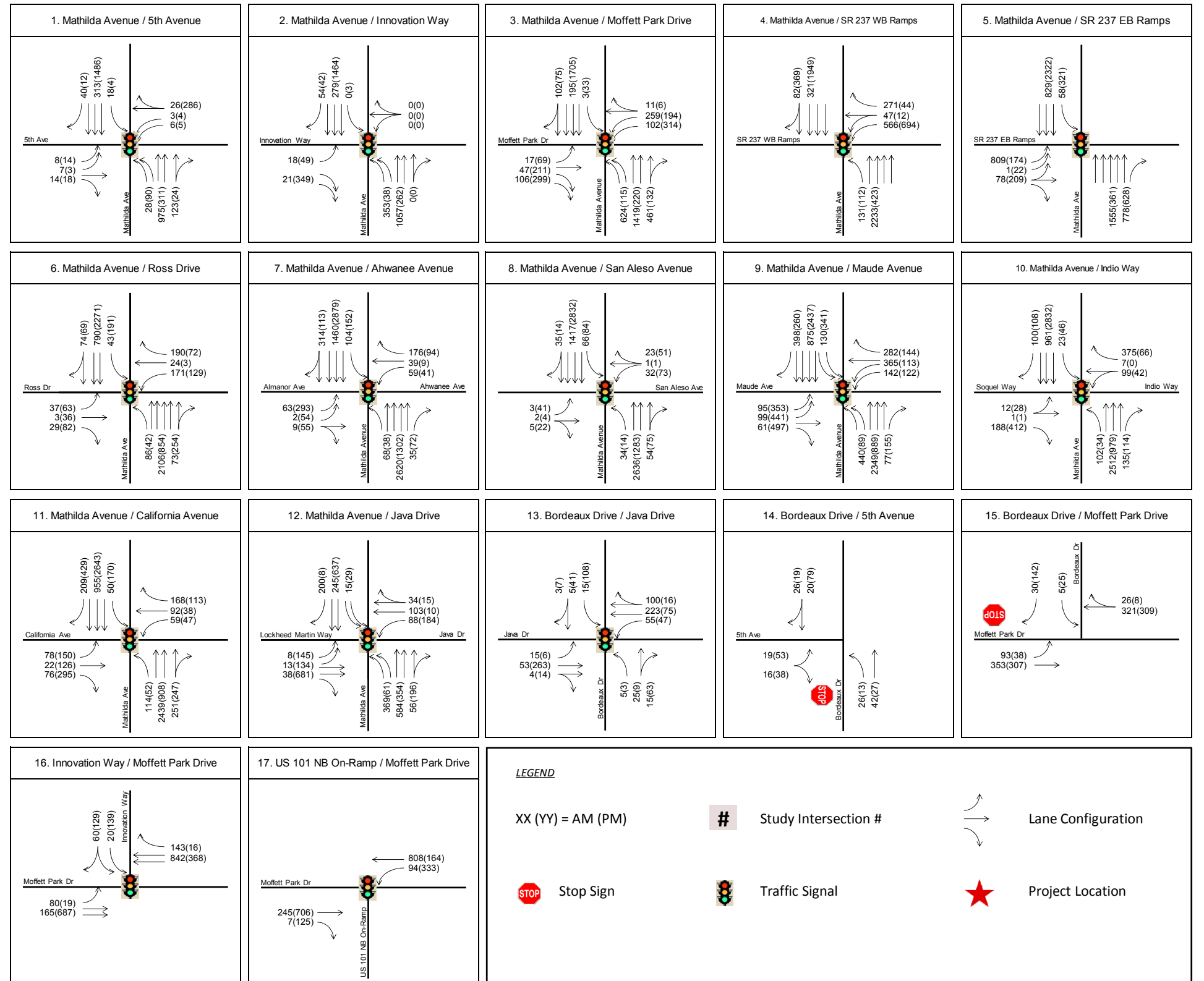
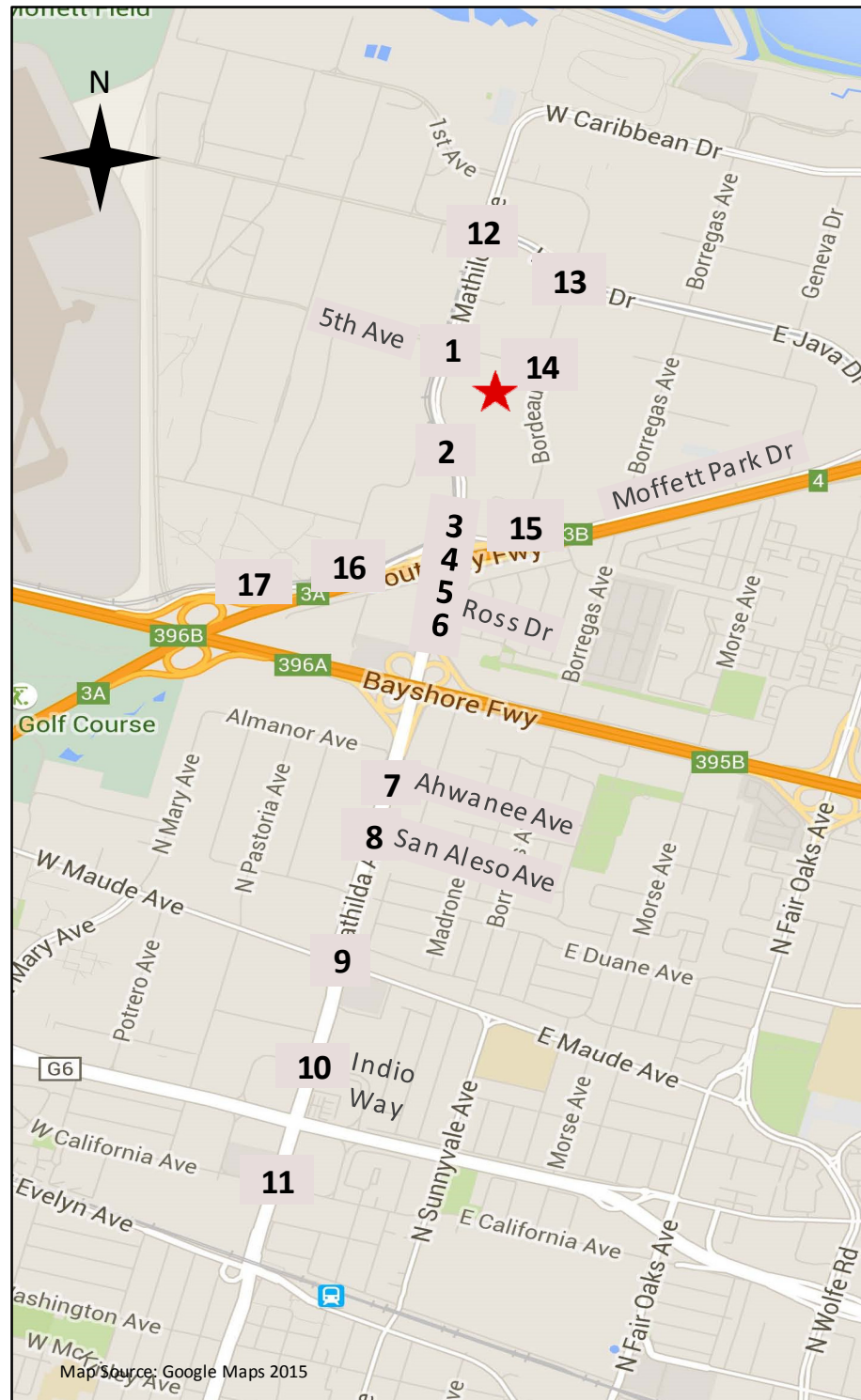
Table 1
Intersection Traffic Count Dates

	Intersection	Count Date
1.	N. Mathilda Avenue / 5th Avenue	March 2013
2.	N. Mathilda Avenue / Innovation Way	March 2013
3.	N. Mathilda Avenue / Moffett Park Drive	June 2015
4.	N. Mathilda Avenue / Westbound SR 237 Ramps	June 2015
5.	N. Mathilda Avenue / Eastbound SR 237 Ramps	June 2015
6.	N. Mathilda Avenue / Ross Drive	June 2015
7.	N. Mathilda Avenue / Ahwanee Drive	June 2015
8.	N. Mathilda Avenue / San Aleso Avenue	June 2015
9.	N. Mathilda Avenue / Maude Avenue	June 2015
10.	N. Mathilda Avenue / Indio Way	June 2015
11.	N. Mathilda Avenue / California Avenue	June 2015
12.	N. Mathilda Avenue / Java Drive	January 2015
13.	Bordeaux Drive/Java Drive	June 2015
14.	Bordeaux Drive / 5th Avenue	June 2015
15.	Bordeaux Drive/Moffett Park Drive	June 2015
16.	Innovation Way / Moffett Park Drive	November 2014
17.	US 101 Northbound On-ramp / Moffett Park Drive	June 2015

The raw traffic counts were balanced where appropriate to account for time fluctuations in the four consecutive 15-minute intervals at each intersection and variations in the count dates. The volume balancing sheets and raw traffic count data are provided in **Appendix C**. The existing AM and PM peak hour intersection turning movement balanced volumes and lane configurations are presented in **Figure 8**.

Figure 8

Existing Intersection Peak Hour Volumes and Lane Configurations



Notes:

1. The volumes presented in this figure were balanced where appropriate to account for peak hour fluctuations between intersections and date variations in the raw traffic count data.
2. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

3.6 Existing Freeway Segment Operations

Table 2 provides the freeway segment levels of service under existing traffic conditions, which were obtained from the latest available VTA Monitoring & Conformance report (May 2012). SR 237 between US 101 and Mathilda Avenue currently operates at LOS F in the eastbound direction during the AM peak hour and LOS F in the westbound direction during the PM peak hour.

Table 2
Existing Freeway Segment Levels of Service

Freeway	Segment	Direction	Capacity (vph)	Peak Hour	Existing Conditions				
					Mixed Lanes	Average Speed (mph)	Volume (vph)	Density (pcpmpl)	LOS
237	101 to Mathilda	EB	4400	AM	2	20	3320	83.0	F
237	101 to Mathilda	EB	4400	PM	2	66	3670	27.8	D
237	Mathilda to 101	WB	4400	AM	2	54	4430	41.0	D
237	Mathilda to 101	WB	4400	PM	2	26	3700	71.2	F

Notes:

1. $D = V/N \times S$, where D = Density (passenger cars per mile per lane), V = Peak Hour Volume (passenger cars per hour), N = Number of Travel Lanes, S = Average Travel Speed (mph).
2. LOS highlighted in red indicates operations are below VTA level of service standard.

3.7 Existing Intersection Operations

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept using the TRAFFIX traffic analysis software. The results of the analysis indicate that, based on City of Sunnyvale and VTA CMP standards, all of the study intersections operate at acceptable levels of service during the AM and PM peak hours.

Intersection levels of service for existing traffic conditions are summarized in **Table 3**. The LOS calculation worksheets are included in **Appendix D**.

Table 3
Existing Intersection Levels of Service

N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions			
					AM Peak Hr		PM Peak Hr	
					LOS	Delay (sec)	LOS	Delay (sec)
1	Mathilda Avenue	5th Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T/R	Signal	E	B 12.5	C 24.8	
2	Mathilda Avenue	Innovation Way	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 2-R WB 1-L/T/R	Signal	E	B+ 10.5	B- 18.1	
3	Mathilda Avenue	Moffett Park Drive	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T, 2-R WB 2-L, 1-T/R	Signal	E	C+ 22.7	C 25.1	
4	Mathilda Avenue	SR 237 WB Ramps	NB 1-L, 4-T SB 3-T, 1-T/R WB 1-L, 1-L/T, 1-R	Signal	E	B 15.9	B- 18.7	
5	Mathilda Avenue	SR 237 EB Ramps	NB 5-T, 1-R SB 1-L, 3-T EB 2-L, 1-L/T, 1-R	Signal	E	B 15.1	B 14.8	
6	Mathilda Avenue	Ross Drive	NB 1-L, 4-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	B 14.2	B 13.1	
7	Mathilda Avenue	Ahwanee Avenue	NB 1-L, 4-T, 1-R SB 1-L, 3-T, 1-T/R EB 2-L, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	B 16.4	C 25.6	
8	Mathilda Avenue	San Aleso Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T/R WB 1-L/T/R	Signal	E	B+ 11.0	B 13.0	

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.

Table 3
Existing Intersection Levels of Service

	N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions			
						AM Peak Hr		PM Peak Hr	
						LOS	Delay (sec)	LOS	Delay (sec)
9	Mathilda Avenue	Maude Avenue	NB 2-L, 3-T, 1-R SB 2-L, 4-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T, 1-R	Signal	E	D	40.1	D	42.4
10	Mathilda Avenue	Indio Way	NB 1-L, 3-T, 1-R SB 1-L, 3-T, 1-R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	E	C+	20.0	C	25.7
11	Mathilda Avenue	California Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	C+	21.4	C	29.1
12	Mathilda Avenue	Java Drive	NB 2-L, 2-T, 1-T/R SB 2-L, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	E	C	24.7	C-	33.4
13	Bordeaux Drive	Java Drive	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal	D	B	15.0	C+	20.5
14	Bordeaux Drive	5th Avenue	NB 1-L, 1-T SB 1-T/R EB 1-L/R	2-Way Stop WA (EB)	D	A	9.0	A	9.5
15	Bordeaux Drive	Moffett Park Drive	SB 1-L, 1-R EB 1-L, 1-T WB 1-T/R	2-Way Stop WM (SBL)	D	C	17.0	B	14.6
16	Innovation Way	Moffett Park Drive	SB 1-L, 1-L/R EB 1-L, 2-T WB 2-T, 1-R	Signal	D	A	9.6	B	12.8
17	US 101 NB On-Ramp	Moffett Park Drive	EB 1-T, 1-R WB 1-L, 1-T	Signal	D	A	5.1	B	13.7

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.

3.8 Field Observations

Field observations at the study intersections were performed in June 2015 during the AM and PM peak hours. The traffic flow is heavy on Mathilda Avenue, particularly in the northbound direction during the AM peak hour and the southbound direction during the PM peak hour.

The calculated levels of service at the study intersections are generally consistent with the observed field observations during the AM and PM peak periods. The exceptions are the closely spaced study intersections along Mathilda Avenue (i.e., at Moffett Park Drive, the SR 237 westbound and eastbound ramps, and Ross Drive). The operations at these intersections do not appear to be consistent with the calculated levels of service during the AM and PM peak hours.

One reason for the discrepancy between the calculated and observed levels of service at these intersections is that the TRAFFIX software program analyzes each intersection as an isolated location. The Moffett Park Drive, SR 237 westbound ramps, SR 237 eastbound ramps and Ross Drive intersections are closely spaced at approximately 225, 260, and 345 feet, respectively, between each intersection and experience high traffic volumes during the morning and evening peak commute periods. The high traffic volumes and closely spaced intersections result in long queues relative to the close intersection spacing that prevent some vehicles from being served during a given cycle. This is because they cannot enter either the intersection or the left turn lane. These conditions are exacerbated by the presence of several trap lanes (i.e., through lanes that become left-turn lanes at downstream intersections), which require through traffic to weave; these maneuvers cause further congestion. A discussion of the observed operations at each of these intersections follows:

Mathilda Avenue / Moffett Park Drive (Int. #3)

During the AM peak hour, heavy traffic volumes were observed in the northbound direction, particularly for the northbound left-turn and northbound through movements. Vehicle queues were observed backing up into the Mathilda Avenue / SR 237 WB Ramp intersection from the Mathilda Avenue / Moffett Park Drive intersection, which, from centerline to centerline, is approximately 225 feet upstream.

During the PM peak hour, heavy traffic volumes were observed in the southbound direction. Southbound through vehicles were observed blocking the intersection due to long vehicle queues at the downstream Mathilda Avenue / SR 237 EB Ramp intersection. Westbound vehicles turning left from Moffett Park Drive onto southbound Mathilda Avenue were impeded by these queues, which in turn were observed impeding eastbound through vehicles.

In addition, during the PM peak hour, the right turn vehicle queue on the eastbound Moffett Park Drive approach to Mathilda Avenue was observed to extend to Innovation Way during some cycles. Similarly, the vehicle queue on the westbound Moffett Park Drive approach to Mathilda Avenue was observed at times to extend to the Moffett Park Drive / Bordeaux Drive intersection.

Frequent pedestrians and bicyclists were also observed during the AM and PM peak hours, with pedestrians using the crosswalk on the east leg of the intersection and bicyclists primarily traveling in the eastbound and westbound directions on Moffett Park Drive.

Mathilda Avenue / SR 237 WB Ramps (Int. #4)

During the AM peak hour, heavy traffic volumes were observed in the northbound direction, particularly for the northbound through movement. Vehicle queues were observed backing up into the Mathilda Avenue / SR 237 EB Ramp intersection, which, from centerline to centerline, is approximately 260 feet upstream.

During the PM peak hour, heavy traffic volumes were observed in the southbound and westbound directions, particularly the southbound through and westbound left-turn movements. Southbound through vehicles were observed blocking the intersection due to relatively long queues extending from the downstream Mathilda Avenue / SR 237 EB Ramp intersection. Westbound vehicles turning left from the SR 237 WB off-ramp onto southbound Mathilda Avenue were impeded by these queues. The SR 237 WB off-ramp was observed to be very congested, with only about 20 vehicles being served per cycle (approximately 10 vehicles per lane).

Mathilda Avenue / SR 237 EB Ramps (Int. #5)

During the AM peak hour, heavy traffic volumes were observed in the northbound direction, particularly for the northbound through movement. Vehicle queues were occasionally observed backing up into the intersection from the downstream SR 237 WB ramps and Moffett Park Drive.

During the PM peak hour, heavy traffic volumes were observed in the southbound direction, particularly the southbound left and through movements. Southbound through vehicles were observed backing up into the upstream Mathilda Avenue / SR 237 WB Ramp and Mathilda Avenue / Moffett Park Drive intersections.

Mathilda Avenue / Ross Drive (Int. #6)

During the AM peak hour, heavy traffic volumes were observed in the northbound direction, particularly for the northbound through movement. The traffic volumes in the westbound direction are not particularly heavy, but the east leg of the intersection is intersected by Persian Drive, which runs parallel to Mathilda Avenue and, from centerline to centerline, is only about 125 feet away. Conflicts were observed between northbound, southbound and westbound vehicles at the Persian Drive / Ross Drive intersection as these vehicles attempted to enter the westbound approach at the Mathilda Avenue / Ross Drive intersection.

During the PM peak hour, heavy traffic volumes were observed in the southbound direction, particularly the southbound left and through movements. However, the types of conflicts that were seen on the east leg of the intersection during the AM peak hour were not observed

during the PM peak hour.

Overall Observations

Generally, vehicles are currently served in one cycle during most of the morning and evening peak hours, in spite of the upstream blocking that occurs. The existing congestion is primarily due to the compact interchange design (260 foot intersection spacing) which inherently limits capacity compared to intersections with the same lane configurations but normally recommended intersection spacing (greater than 1,200 feet). Also, what would typically be considered normal queue lengths are perceived to be problems because they spill over into adjacent intersections. In other words, the operational problems currently experienced are a result of the spacing of intersections in the interchange rather than the traffic volumes.

Alternative Analysis Methodology

As noted, the field observations indicate that the closely spaced intersections along Mathilda Avenue between Moffett Park Drive and Ross Drive experience operational deficiencies that are not readily apparent using the TRAFFIX analysis software. These intersections have been previously analyzed in traffic studies for other development projects⁴ using micro-simulation techniques provided in the SimTraffic analysis software. The results of those analyses are qualitatively discussed below.

SimTraffic is a microscopic model based on a series of algorithms that simulate the movement of individual vehicles based on car-following and lane-changing logic. Each vehicle is tracked every 0.1 of a second throughout the network. SimTraffic evaluates the dynamic changes to traffic congestion system wide. Impacts of congestion at one location to operations at adjacent locations are considered in the SimTraffic analysis.

The TRAFFIX level of service calculation (Highway Capacity Manual method) is based on deterministic equations developed for predicting traffic flow. The equations are based on field studies, but do not cover all the possibilities and thus have some limitations. The HCM analysis predicts average operating conditions over a 15 minute or one hour period and does not consider varying operating conditions. HCM procedures are good for analyzing the performance of isolated facilities with relatively moderate congestion, but are limited in their ability to analyze network conditions.

SimTraffic distributes traffic to the network randomly, which replicates real world conditions in which travel demand varies between time increments. Therefore, each SimTraffic simulation run produces different results. For this reason, multiple runs are performed and the results are averaged.

⁴ Sheraton Hotel Expansion Traffic Impact Analysis, HMM, October 2014, Moffett Place Final Transportation Impact Analysis, Fehr & Peers, August 2013

Field observations revealed that the observed existing levels of service at the Mathilda Avenue intersections between Moffett Park Drive and Ross Drive may be inconsistent with the calculated existing levels of service, which were based on VTA calculation procedures that require the use of TRAFFIX.

The levels of service under existing conditions using the TRAFFIX software indicate that these intersections operate acceptably during the AM and PM peak hours. However, in the field, queues that spill back to upstream intersections and travel delays were evident. This is due to the close spacing of the intersections, high traffic volumes, vehicle weaving maneuvers, short left turn lane storage, inefficient lane utilization and the presence of trap lanes (through lanes that become left-turn lanes at downstream intersections).

SimTraffic analyses have shown the Mathilda Avenue / Moffett Park Drive, Mathilda Avenue / SR 237 EB Ramps and Mathilda Avenue / Ross Drive intersections to operate at LOS F (PM), LOS E (AM) and LOS E (AM), respectively.

Improvement Options

The City of Sunnyvale's TIF and VTA's VTP 2040 include improvements at the Mathilda Avenue interchanges with SR 237 and US 101 that would reduce congestion, improve traffic operations, and enhance bicycle and pedestrian travel through the interchanges.

Alternatives at the Mathilda Avenue / US 101 interchange include partial cloverleaf configurations that would increase capacity on southbound Mathilda Avenue and reduce weaving maneuvers on US 101.

Alternatives at the Mathilda Avenue / SR 237 interchange include a tight diamond interchange, a diamond interchange, and a diverging diamond interchange. These alternatives would reduce congestion by removing the closely spaced signal at the Mathilda Avenue / SR 237 WB Ramps intersection and shifting the SR 237 westbound off-ramp to the east leg of the Mathilda Avenue / Moffett Park Drive intersection.

The preferred alternative has not yet been determined, but the improvements would result in improved operations on the Mathilda Avenue corridor at the SR 237 and US 101 interchanges.

4 Existing Plus Project Conditions

This section of the report evaluates existing conditions with additional traffic generated by the proposed project. Intersection operations under Existing and Existing Plus Project traffic conditions are compared and significant project impacts are discussed.

4.1 Project Description

The Sunnyvale Office Park consists of three existing four-story office/research & development buildings totaling 424,815 square feet and 1,424 surface parking spaces located at 1184, 1194 and 1220 N. Mathilda Avenue. The proposed project involves, within the existing office park, the construction of a new five-story, 248,259 square foot office/research & development building over a three-story parking structure, with additional rooftop and basement parking, and a reconfiguration of the parking lots within the office park.

4.2 Project Trip Generation

Project trip generation was estimated based on the Institute of Transportation Engineers' (ITE) *Trip Generation* handbook, 9th Edition, 2012 and reviewed by City staff.

The Santa Clara Valley Transportation Authority (VTA) *Transportation Impact Analysis (TIA) Guidelines* (October 2014) allow Lead Agencies to use one of three approaches to trip generation reductions:

1. The Standard Trip Reduction Approach, which applies established percentage reductions in the VTA *TIA Guidelines* based on research or local policies.
2. A Target-Based Approach, where the applicant has entered into an enforceable agreement with the Lead Agency including a commitment to monitoring, an enforcement structure, and data-sharing.
3. A Peer/Study-Based Approach, which may justify a trip reduction based on a project's similarity to other projects with demonstrated trip reductions or a project occupant's track record of reducing trips.

Based on the requirements from the Moffett Park Specific Plan, this project's TDM program is required to reduce daily trips by 25% and peak hour trips by 30%. For the purposes of this TIA, the Lead Agency opted to apply a more conservative 11% reduction on vehicle trips for employment near a light rail station that has an effective TDM program, based on the Standard Trip Reduction Approach.

The project's TDM plan will be developed to be in compliance with the City's TDM program. Monitoring of the plan will be done via annual employee commute surveys and driveway counts administered by the City. A penalty will be assessed to the property owner each year

should the driveway counts fail to show compliance with the targeted AM or PM peak hour vehicle trip reductions.

The new 248,259 square foot building is expected to generate 1,791 net new daily trips, of which 270 will be generated during the AM peak hour (223 in, 47 out) and 237 will be generated during the PM peak hour (36 in, 201 out). The project trip generation estimate is summarized in **Table 4**.

Table 4
Project Trip Generation

TRIP GENERATION RATES (per 1,000 SF) ¹	LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Research & Development Center	760	8.11	1.22	15%	83%	17%	1.07	13%	15%	85%
PROPOSED USE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Research & Development Center	248,259 SF	2,013	303	15%	251	52	266	13%	40	226
Gross Trips Generated		2,013	303		251	52	266		40	226
Employment near LRT Station Trip Reduction (6%) ²		-121	-18		-15	-3	-16		-2	-14
TDM Trip Reduction (5%) ³		-101	-15		-13	-2	-13		-2	-11
Total Net New Trips Generated		1,791	270		223	47	237		36	201

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE) "Trip Generation Manual," 9th Edition, 2012.
2. Based on VTA 6% trip reduction for employment near transit.
3. Based on VTA 5% trip reduction for Transportation Demand Management (TDM) Program.

4.3 Project Trip Distribution and Assignment

The trip distribution for the proposed project was based on existing land use and travel patterns in the study area and engineering judgment. The trip distribution pattern and project trip assignment are presented in **Figures 9** and **10**, respectively.

Figure 9
Project Trip Distribution

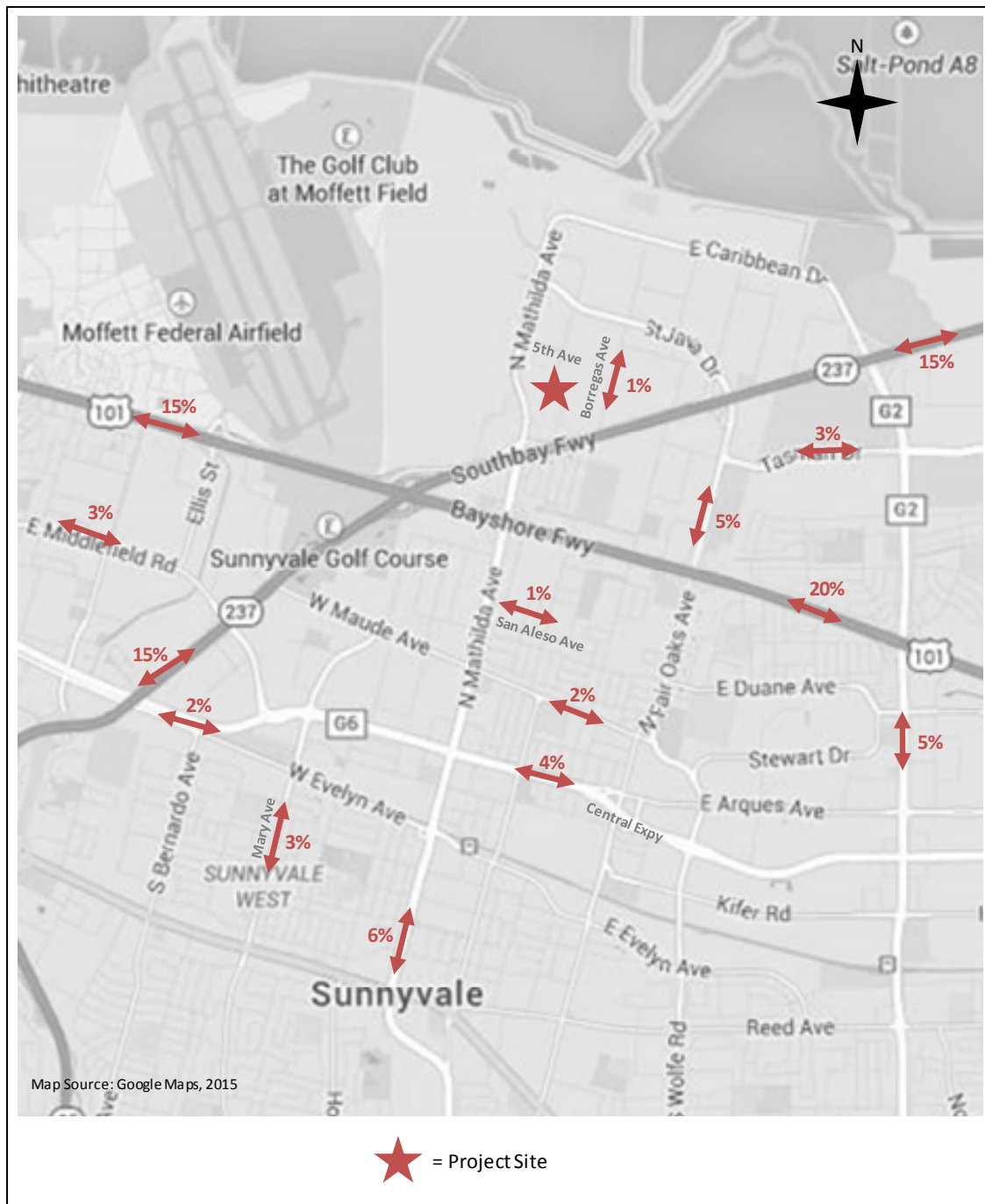
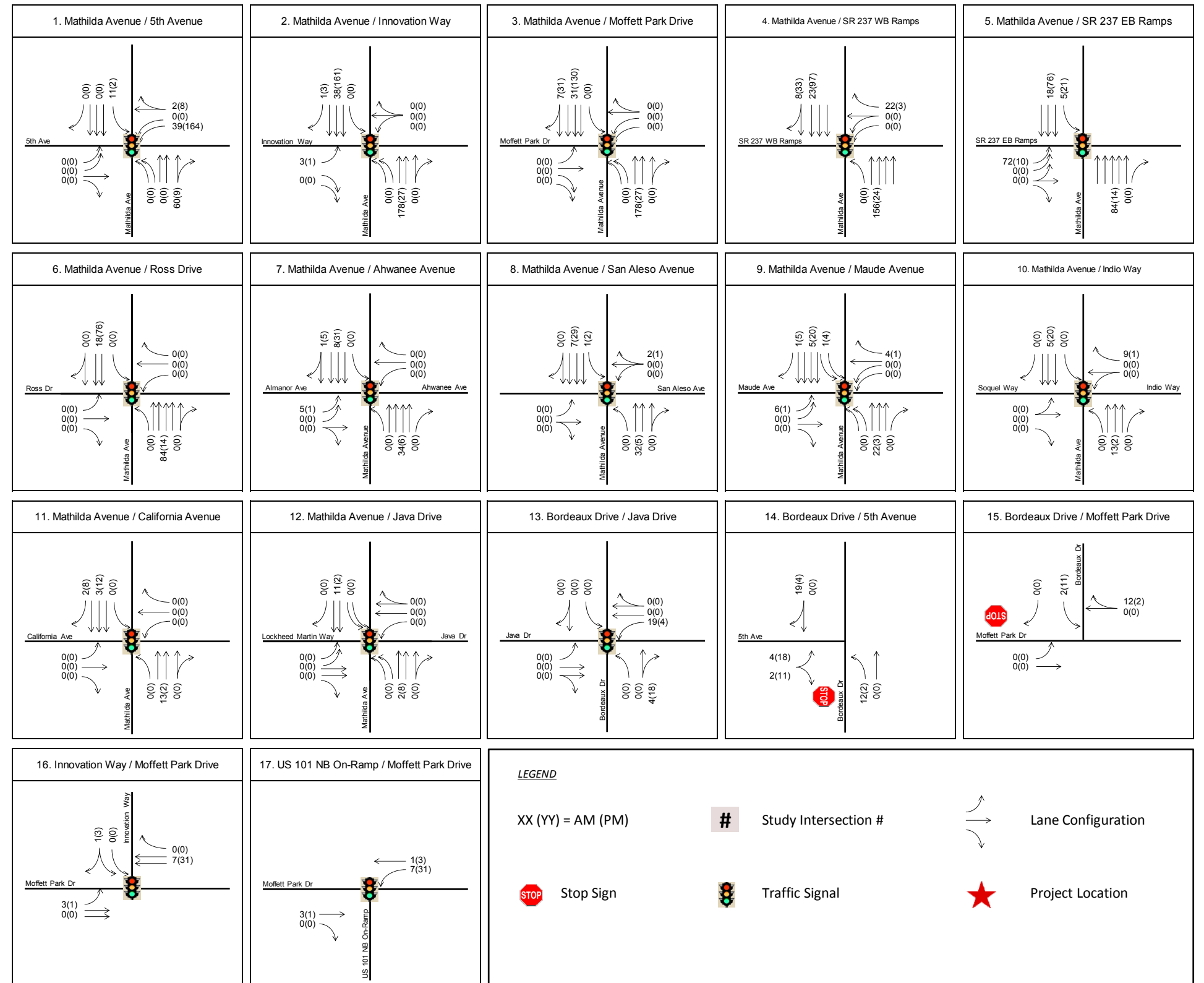
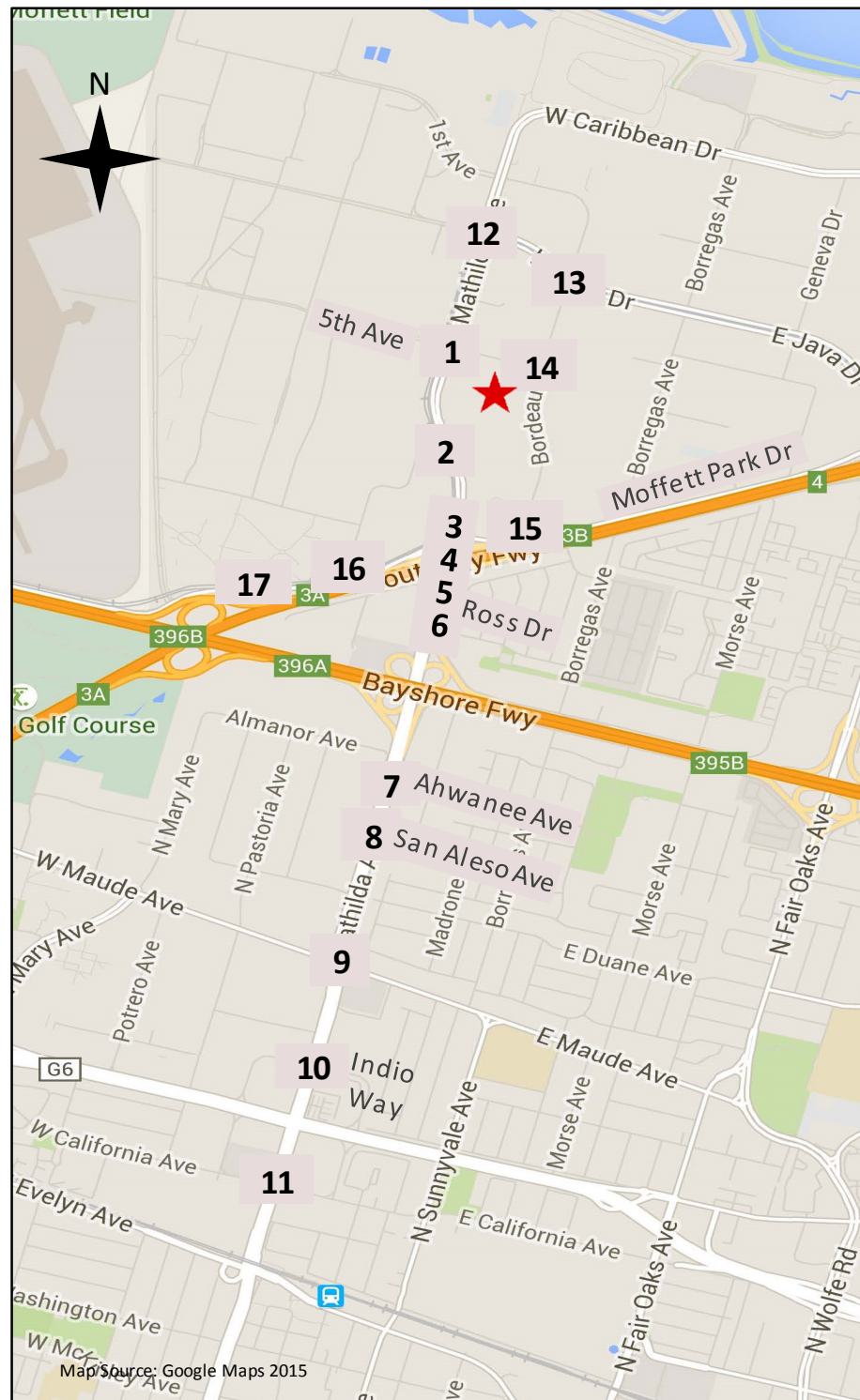


Figure 10
Project Trip Assignment



Notes:

1. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

4.4 Existing Plus Project Freeway Segment Operations

Table 5 provides the freeway segment levels of service under existing plus project traffic conditions. SR 237 between US 101 and Mathilda Avenue will continue to operate at LOS F in the eastbound direction during the AM peak hour and LOS F in the westbound direction during the PM peak hour.

*Impacts and Mitigations: The project will add 72 new trips to the eastbound segment of SR 237 between US 101 and Mathilda Avenue during the AM peak hour, which is 1.64% of the segment's capacity. This is more than one percent of the segment's capacity and the segment already operates at LOS F during the AM peak hour. Therefore, based on VTA impact criteria the proposed project would have a **significant** impact at this location during the AM peak hour. It should be noted that this segment has only two mixed-flow lanes with no HOV or express lanes.*

*The VTA's VTP 2040 list of financially constrained projects includes the addition of new express lanes on SR 237 between Mathilda Avenue and SR 85. Projects on the financially constrained list are reasonably expected to be funded during the life of the plan. The project's fair-share contribution to this improvement would reduce its impact to **less-than-significant**.*

Table 5
Existing Plus Project Freeway Segment Levels of Service

Freeway	Segment	Direction	Capacity (vph)	Peak Hour	Existing Conditions					Project Conditions			
					Mixed Lanes	Average Speed (mph)	Volume (vph)	Density (pcpmpl)	LOS	Project Trips (vph)	Density (pcpmpl)	LOS	% Impact
237	101 to Mathilda	EB	4400	AM	2	20	3320	83.0	F	72	84.8	F	1.64%
237	101 to Mathilda	EB	4400	PM	2	66	3670	27.8	D	10	27.9	D	0.23%
237	Mathilda to 101	WB	4400	AM	2	54	4430	41.0	D	8	41.1	D	0.18%
237	Mathilda to 101	WB	4400	PM	2	26	3700	71.2	F	33	71.8	F	0.75%

Notes:

1. $D = V/N \times S$, where D = Density (passenger cars per mile per lane), V = Peak Hour Volume (passenger cars per hour), N = Number of Travel Lanes, S = Average Travel Speed (mph).
2. LOS highlighted in red indicates operations are below VTA level of service standard.
3. Project's percent Impact calculated by dividing number of project trips by the freeway segment capacity.
4. Percent Impact highlighted in yellow indicates a significant project impact.
5. To be conservative, project trips were only assigned to mixed-flow lanes; therefore the analysis does not include HOV lanes.

4.5 Existing Plus Project Intersection Operations

Trips generated by the proposed project were combined with the existing traffic volumes to obtain existing plus project traffic volumes, which are shown in **Figure 11**. Intersection levels of

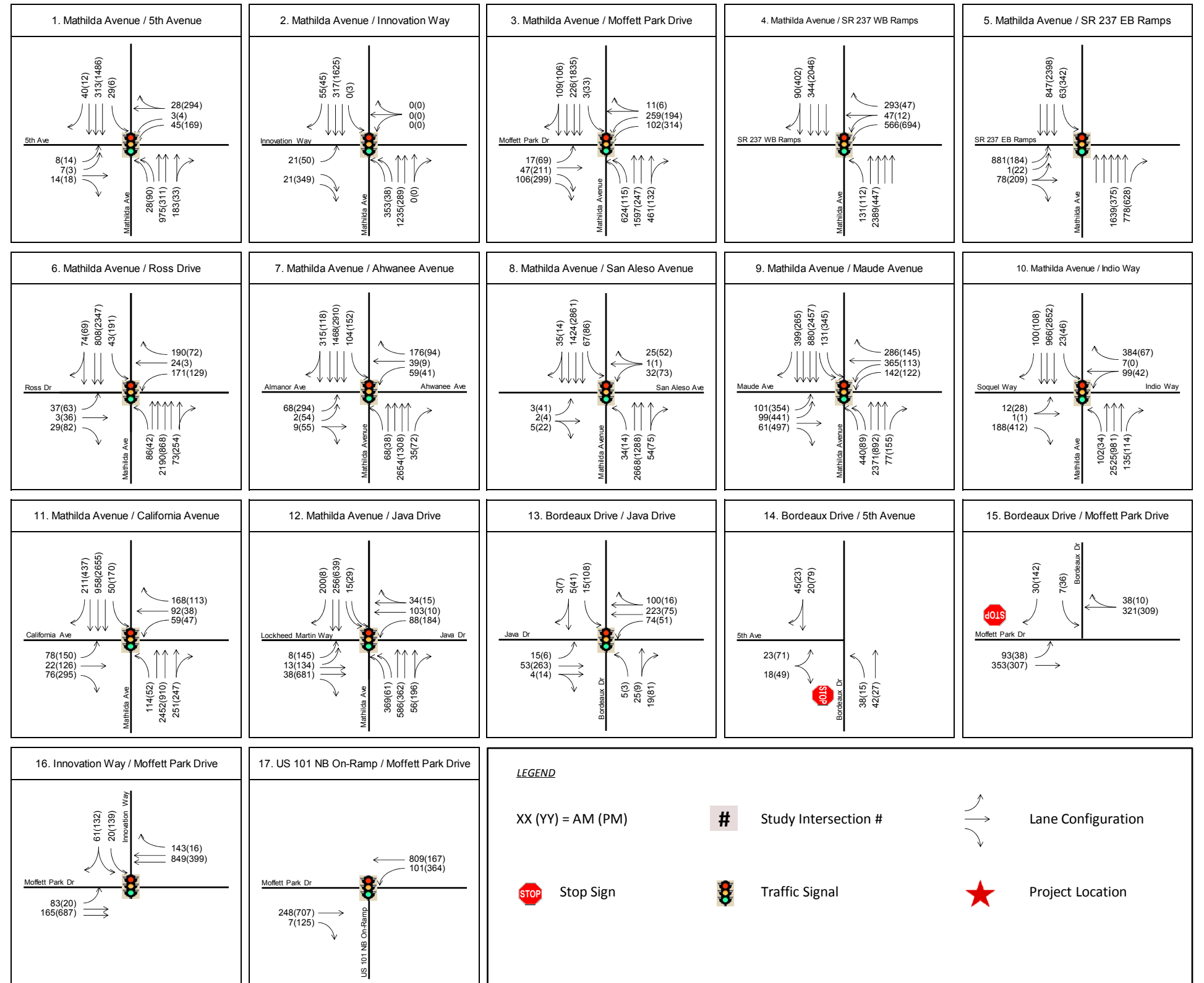
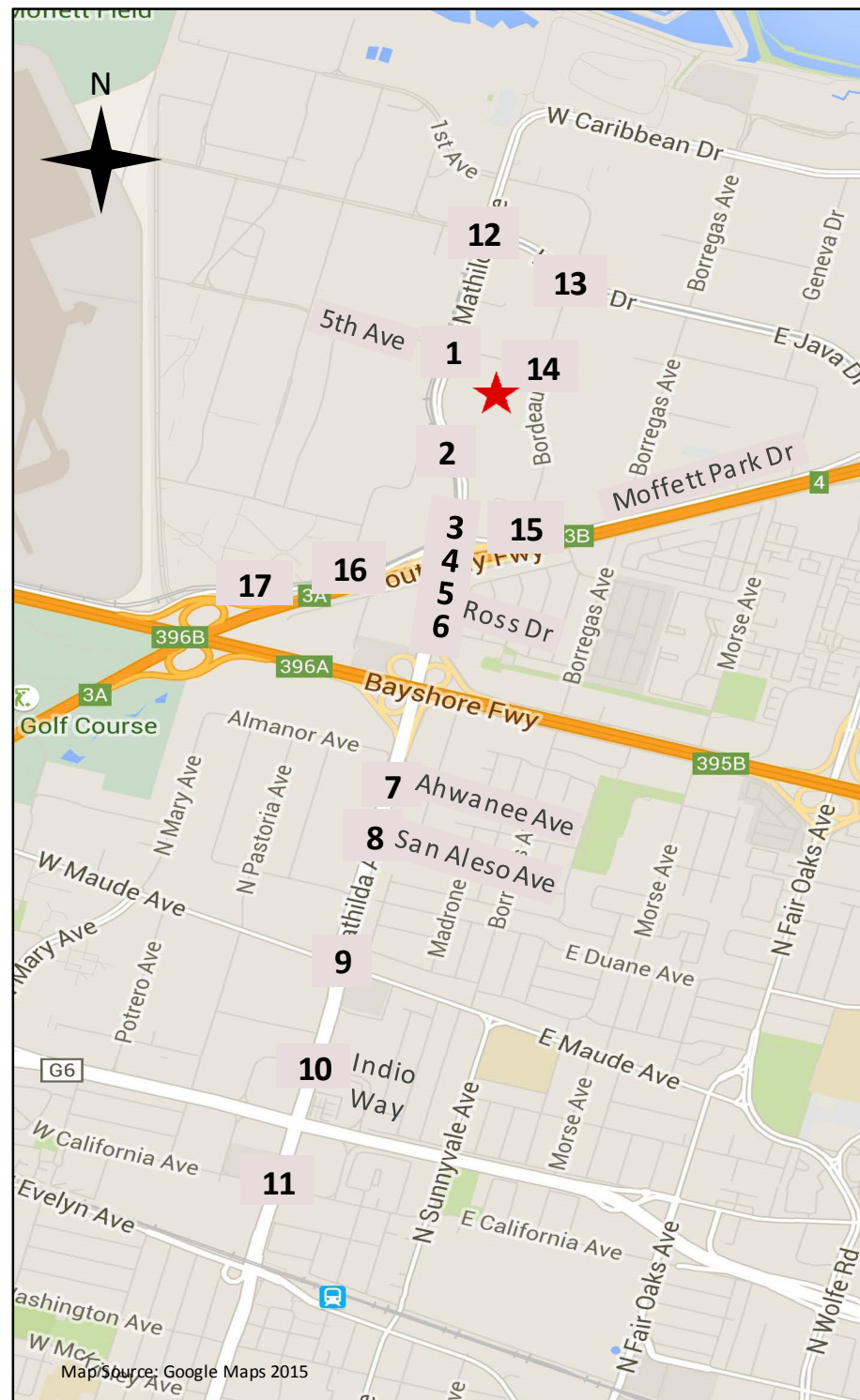
service for existing and existing plus project traffic conditions are summarized in **Table 6**. The LOS calculation worksheets are included in **Appendix D**.

As discussed in Section 1.3, signalized intersections are evaluated based on the overall average delay and two-way stop controlled intersections are evaluated based on the average delay of the worst movement or approach.

The average delay at some of the study intersections is shown to decrease with the addition of project traffic. Although this appears to be counter-intuitive, this can occur because the average delay is based on a weighted average. Therefore, when traffic is added to a movement with low delay, it can cause the weighted average to decrease.

According to the City of Sunnyvale and VTA standards, all study intersections are projected to operate at an acceptable level of service under existing plus project conditions; therefore, no mitigations have been identified.

Figure 11
Existing Plus Project Intersection Peak Hour Volumes



Notes:

1. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

Table 6
Existing and Existing Plus Project Intersection Levels of Service

N-S Street E-W Street			Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions				Existing + Project Conditions											
						AM Peak Hr				PM Peak Hr				AM Peak Hr				PM Peak Hr			
						LOS		Delay (sec)		LOS		Delay (sec)		LOS		Delay (sec)		LOS		Delay (sec)	
						LOS		Delay (sec)		LOS		Delay (sec)		LOS		Delay (sec)		LOS		Delay (sec)	
1	Mathilda Avenue	5th Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T/R	Signal	E	B	12.5	C	24.8	B	13.4	0.021	0.5	C	26.1	0.005	0.3				
2	Mathilda Avenue	Innovation Way	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 2-R WB 1-L/T/R	Signal	E	B+	10.5	B-	18.1	B+	10.4	0.070	-15.4	B	17.7	0.033	-0.4				
3	Mathilda Avenue	Moffett Park Drive	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T, 2-R WB 2-L, 1-T/R	Signal	E	C+	22.7	C	25.1	C+	23.0	0.037	0.6	C	25.0	0.025	-0.3				
4	Mathilda Avenue	SR 237 WB Ramps	NB 1-L, 4-T SB 3-T, 1-T/R WB 1-L, 1-L/T, 1-R	Signal	E	B	15.9	B-	18.7	B	15.8	0.023	-0.2	B-	18.6	0.019	0.0				
5	Mathilda Avenue	SR 237 EB Ramps	NB 5-T, 1-R SB 1-L, 3-T EB 2-L, 1-L/T, 1-R	Signal	E	B	15.1	B	14.8	B	15.8	0.020	0.9	B	15.1	0.013	0.9				
6	Mathilda Avenue	Ross Drive	NB 1-L, 4-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	B	14.2	B	13.1	B	14.0	0.010	-0.1	B	13.1	0.015	0.2				
7	Mathilda Avenue	Ahwanee Avenue	NB 1-L, 4-T, 1-R SB 1-L, 3-T, 1-T/R EB 2-L, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	B	16.4	C	25.6	B	16.4	0.007	0.1	C	25.6	0.006	0.0				
8	Mathilda Avenue	San Aleso Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T/R WB 1-L/T/R	Signal	E	B+	11.0	B	13.0	B+	11.1	0.008	0.1	B	13.0	0.005	0.0				

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.
11. Critical V/C, Critical Delay or side-street delay highlighted in yellow indicates a project impact.

Table 6
Existing and Existing Plus Project Intersection Levels of Service

N-S Street E-W Street			Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions				Existing + Project Conditions											
						AM Peak Hr				PM Peak Hr				AM Peak Hr				PM Peak Hr			
						LOS		Delay (sec)		LOS		Delay (sec)		LOS		Delay (sec)		LOS		Delay (sec)	
						Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay				
9	Mathilda Avenue	Maude Avenue	NB 2-L, 3-T, 1-R SB 2-L, 4-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T, 1-R	Signal	E	D	40.1	D	42.4	D	40.2	0.007	0.3	D	42.3	0.002	-0.1				
10	Mathilda Avenue	Indio Way	NB 1-L, 3-T, 1-R SB 1-L, 3-T, 1-R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	E	C+	20.0	C	25.7	C+	20.3	0.008	0.5	C	25.7	0.004	0.0				
11	Mathilda Avenue	California Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	C+	21.4	C	29.1	C+	21.3	0.003	0.0	C	29.1	0.002	0.0				
12	Mathilda Avenue	Java Drive	NB 2-L, 2-T, 1-T/R SB 2-L, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	E	C	24.7	C-	33.4	C	24.7	0.003	0.1	C-	33.4	0.000	0.0				
13	Bordeaux Drive	Java Drive	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal	D	B	15.0	C+	20.5	B	15.4	0.003	0.1	C+	20.9	0.015	0.5				
14	Bordeaux Drive	5th Avenue	NB 1-L, 1-T SB 1-T/R EB 1-L/R	2-Way Stop WA (EB)	D	A	9.0	A	9.5	A	9.2	N/A		A	9.7	N/A					
15	Bordeaux Drive	Moffett Park Drive	SB 1-L, 1-R EB 1-L, 1-T WB 1-T/R	2-Way Stop WM (SBL)	D	C	17.0	B	14.6	C	17.2	N/A		B	14.9	N/A					
16	Innovation Way	Moffett Park Drive	SB 1-L, 1-L/R EB 1-L, 2-T WB 2-T, 1-R	Signal	D	A	9.6	B	12.8	A	9.8	0.004	0.2	B	12.6	0.010	0.1				
17	US 101 NB On-Ramp	Moffett Park Drive	EB 1-T, 1-R WB 1-L, 1-T	Signal	D	A	5.1	B	13.7	A	5.2	0.001	0.0	B	14.5	0.021	0.9				

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.
11. Critical V/C, Critical Delay or side-street delay highlighted in yellow indicates a project impact.

5 Background and Background Plus Project Conditions

This section of the report describes the analyses of the study road network under Background No Project and Background Plus Project Conditions.

This scenario represents traffic conditions with and without the proposed project. Background No Project Conditions include the sum of existing traffic and traffic generated by approved but not yet constructed or occupied projects.

Background Plus Project Conditions include the sum of existing traffic, traffic generated by approved but not yet constructed or occupied projects, and traffic generated by the proposed project.

5.1 Background and Background Plus Project Traffic Volumes

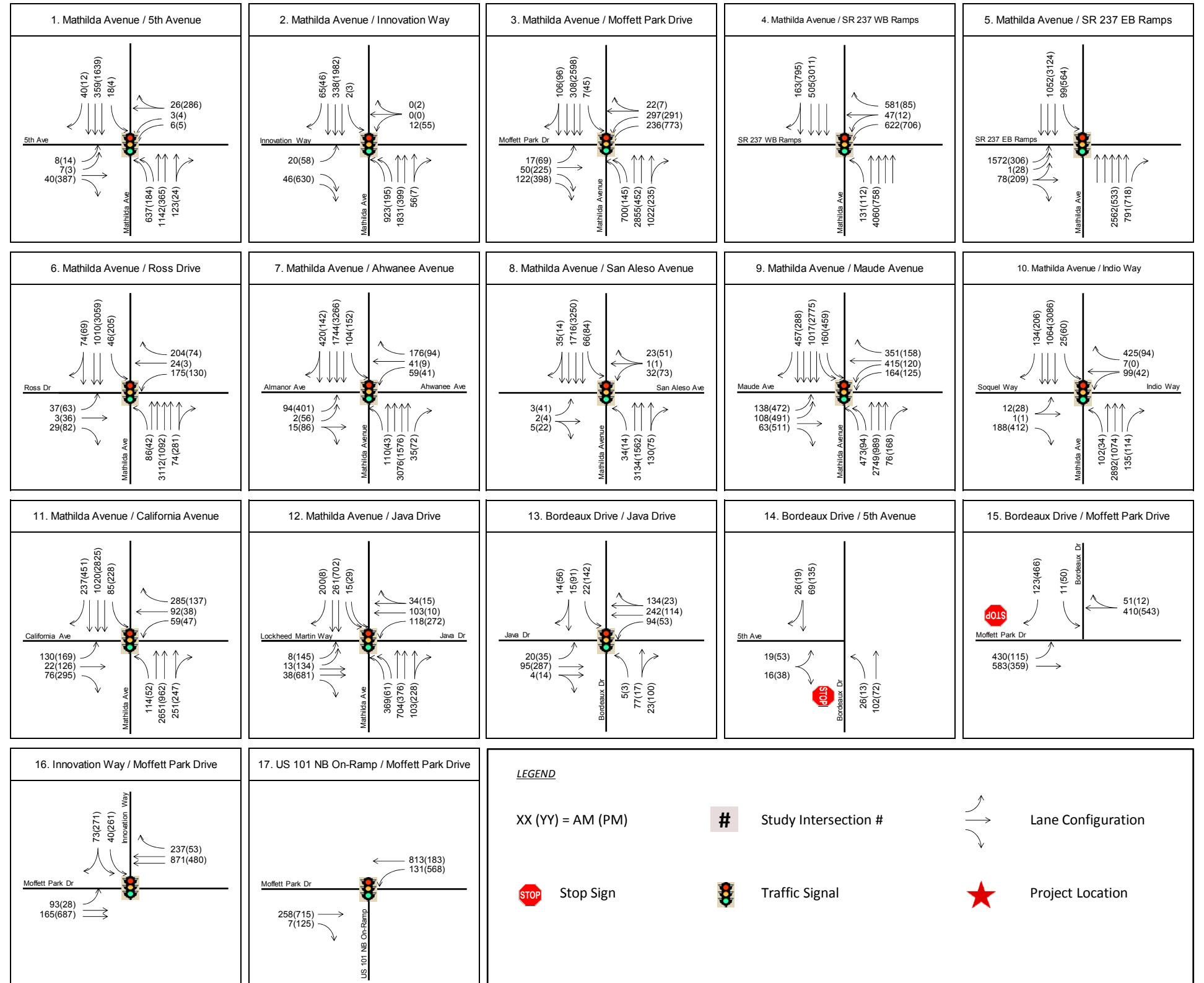
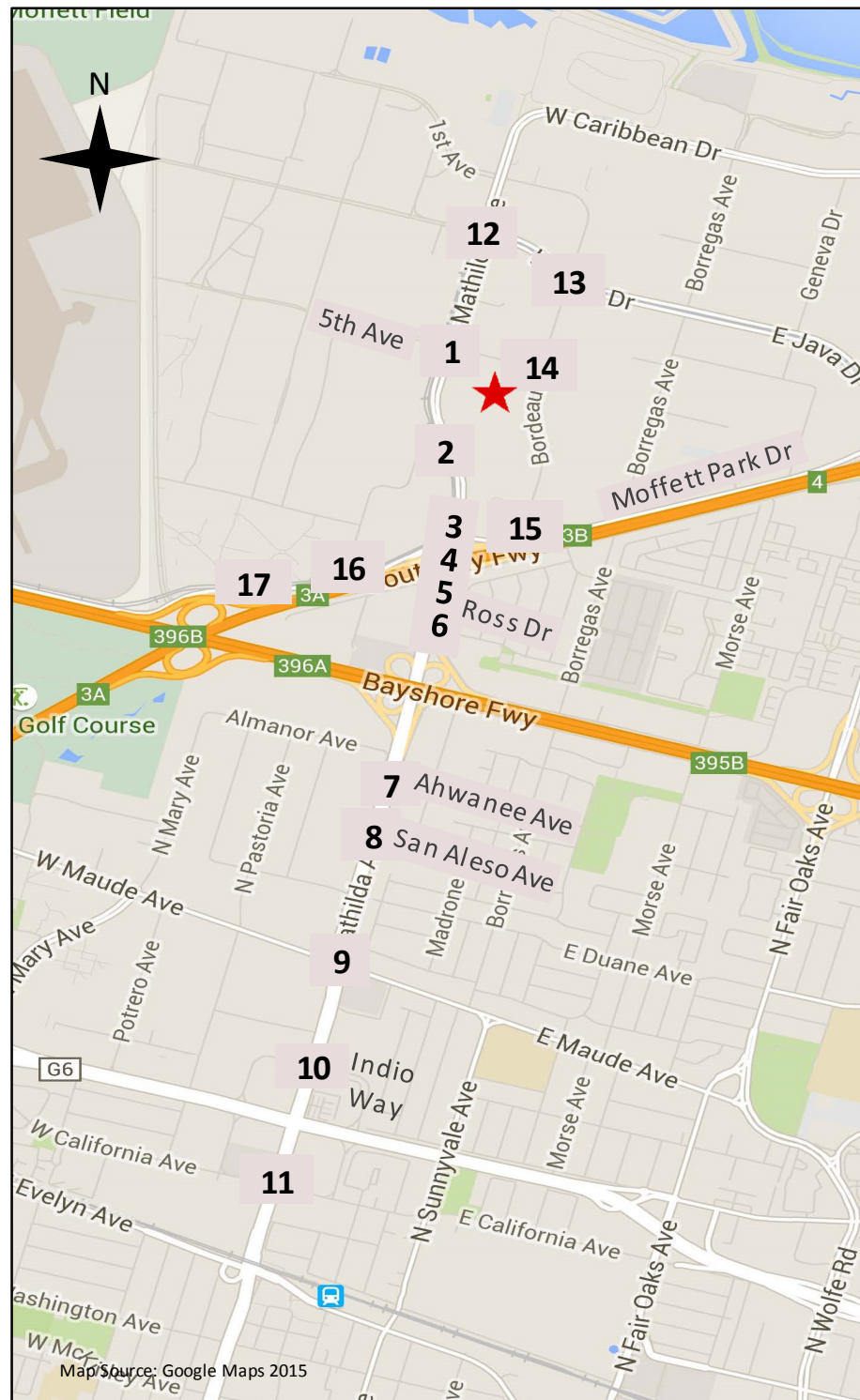
AM and PM peak hour traffic generated by projects approved for development, but not yet constructed or occupied, was obtained from each project's traffic study or estimated based on trip generation rates within the Institute of Transportation Engineers' *Trip Generation* handbook, 9th Edition, 2012. The list of approved but not yet built projects is provided on page 1 of **Appendix E** with a trip generation estimate for each project. The location of each approved but not yet built project is provided in **Appendix F**.

The trips generated by the approved but not yet built or occupied projects were assigned to the road network and combined with the existing peak hour volumes to obtain Background No Project Conditions traffic volumes. The Background No Project Conditions peak hour volumes are shown in **Figure 12**.

The project trip assignment was combined with Background No Project Conditions traffic volumes to obtain Background Plus Project traffic volumes. These volumes are shown in **Figure 13**.

Figure 12

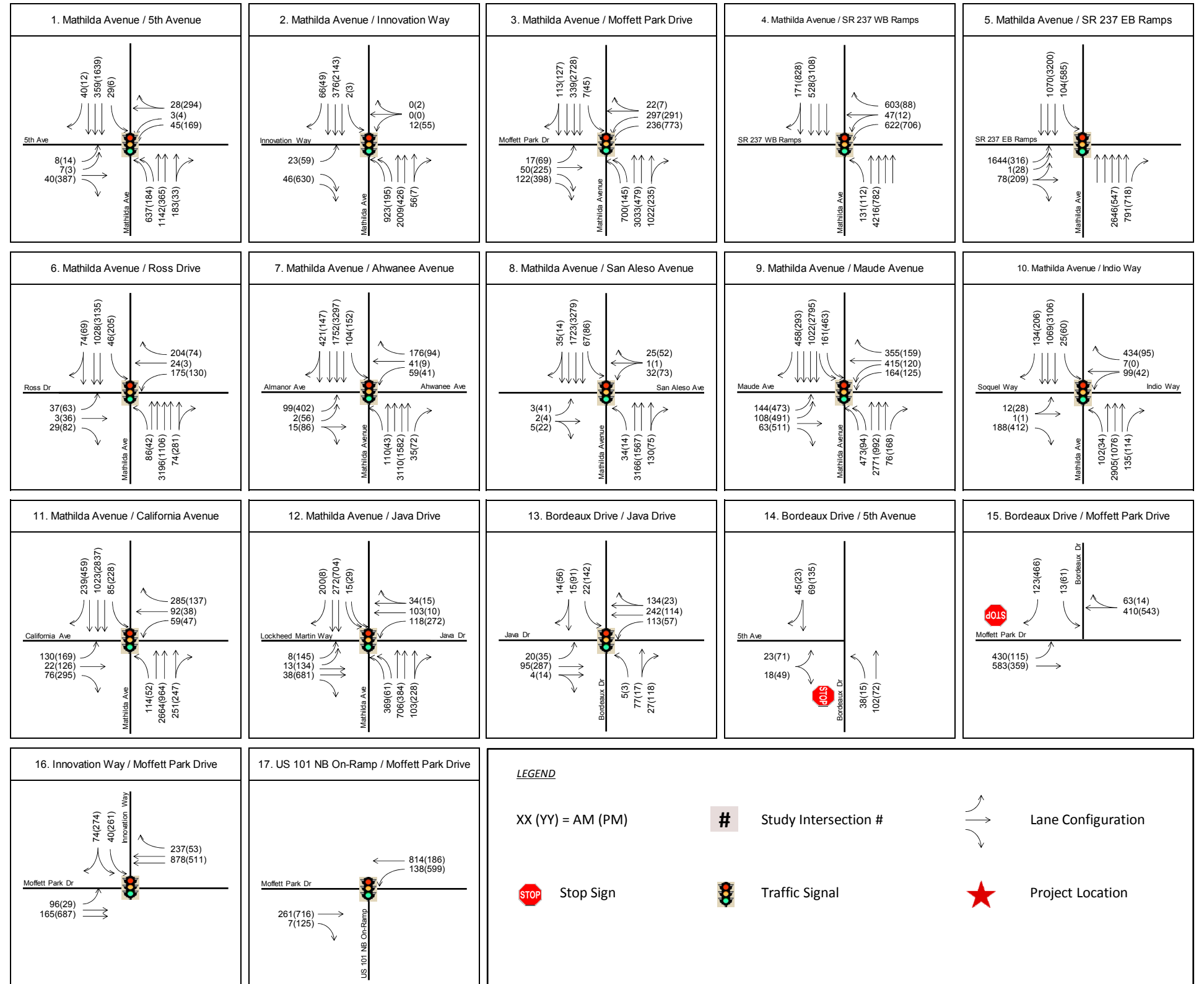
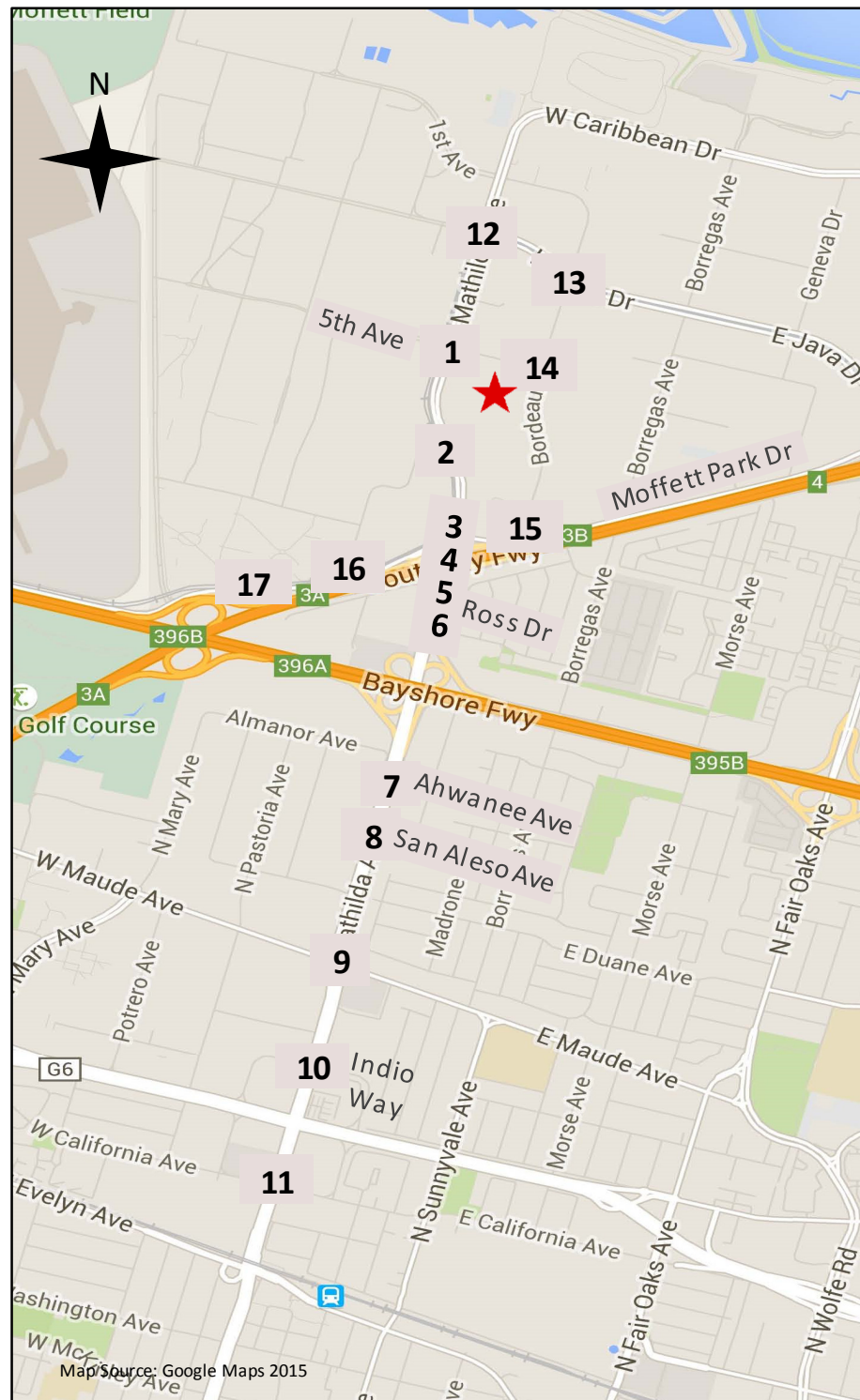
Background No Project Intersection Peak Hour Volumes



Notes:

1. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

Figure 13
Background Plus Project Intersection Peak Hour Volumes



Notes:

1. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

5.2 Background and Background Plus Project Intersection Operations

Intersection levels of service under Background No Project and Background Plus Project conditions are shown in **Table 7**. The LOS calculation worksheets are included in **Appendix D**.

As discussed in Section 1.3, signalized intersections are evaluated based on the overall average delay and two-way stop controlled intersections are evaluated based on the average delay of the worst movement or approach.

The average delay at some of the study intersections is shown to decrease with the addition of project traffic. Although this appears to be counter-intuitive, this can occur because the average delay is based on a weighted average. Therefore, when traffic is added to a movement with low delay, it can cause the weighted average to decrease.

Based on City of Sunnyvale and VTA level of service standards, the following intersections are projected to operate at unacceptable levels of service under Background Plus Project Conditions:

Int. #3 Mathilda Avenue / Moffett Park Drive

The addition of project traffic is projected to exacerbate the unacceptable LOS F operations during the AM peak hour.

*Impacts and Mitigations: The addition of project traffic to Background Conditions during the AM peak hour is projected to increase the critical delay by 20.5 seconds and the critical V/C ratio by 0.037. Therefore, based on VTA impact criteria the proposed project would have a **significant** impact at this intersection during the AM peak hour.*

The City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects include improvements at the Mathilda Avenue interchanges with SR 237 and US 101 that would reduce congestion, improve traffic operations, and enhance bicycle and pedestrian travel through the interchanges.

Alternatives at the Mathilda Avenue / SR 237 interchange include a tight diamond interchange, a diamond interchange, and a diverging diamond interchange. These alternatives would reduce congestion by removing the closely spaced signal at the Mathilda Avenue / SR 237 WB Ramps intersection and shifting the SR 237 westbound off-ramp to the east leg of the Mathilda Avenue / Moffett Park Drive intersection.

*The preferred alternative has not yet been determined, but the improvements would result in improved operations on the Mathilda Avenue corridor at the SR 237 and US 101 interchanges. Implementation of these improvements are expected to reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.*

Int. #15 Bordeaux Drive / Moffett Park Drive

The worst movement (southbound left-turn) is projected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour under Background No Project traffic conditions. The addition of project traffic would exacerbate these conditions.

*Impacts and Mitigations: The addition of project traffic would exacerbate the LOS F and LOS E operations during the AM and PM peak hours, respectively, and the MUTCD peak hour volume signal warrant would be met during the AM and PM peak hours. Therefore, the proposed project would have a **significant** impact at this intersection based on City of Sunnyvale impact criteria. The MUTCD peak hour signal warrant is included in **Appendix G**.*

*Installation of a traffic signal at this location would reduce the project's impacts to less-than-significant. However, improvements at the Mathilda Avenue / SR 237 interchange, which are included in the City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects, would result in modifications to this location that would essentially eliminate the intersection. Therefore, these improvements would reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.*

Table 7
Background and Background Plus Project Intersection Levels of Service

N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Background Conditions				Background + Project Conditions							
					AM Peak Hr		PM Peak Hr		AM Peak Hr				PM Peak Hr			
					LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	Change		LOS	Delay (sec)	Change	
											Crit. V/C	Crit. Delay			Crit. V/C	Crit. Delay
1	Mathilda Avenue	5th Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T/R	Signal	E	B- 18.2	C 27.8		B 16.3	-0.013 -10.8			C 29.2	0.005 0.3		
2	Mathilda Avenue	Innovation Way	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 2-R WB 1-L/T/R	Signal	E	B+ 11.1	C 31.5		B+ 11.2	0.039 0.3			C- 32.1	0.032 0.7		
3	Mathilda Avenue	Moffett Park Drive	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T, 2-R WB 2-L, 1-T/R	Signal	E	F 119.9	D 41.7		F 135.5	0.037 20.5			D 45.9	0.025 5.2		
4	Mathilda Avenue	SR 237 WB Ramps	NB 1-L, 4-T SB 3-T, 1-T/R WB 1-L, 1-L/T, 1-R	Signal	E	C 28.8	C+ 20.6		D+ 35.4	0.037 8.6			C+ 21.4	0.020 1.0		
5	Mathilda Avenue	SR 237 EB Ramps	NB 5-T, 1-R SB 1-L, 3-T EB 2-L, 1-L/T, 1-R	Signal	E	C 26.0	C+ 22.0		C 28.0	0.020 3.8			C+ 22.9	0.014 2.9		
6	Mathilda Avenue	Ross Drive	NB 1-L, 4-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	B 12.8	B 14.8		B 12.7	0.010 0.0			B 15.2	0.015 0.6		
7	Mathilda Avenue	Ahwanee Avenue	NB 1-L, 4-T, 1-R SB 1-L, 3-T, 1-T/R EB 2-L, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	B 16.9	C 28.9		B 17.0	0.007 0.1			C 28.9	0.005 0.1		
8	Mathilda Avenue	San Aleso Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T/R WB 1-L/T/R	Signal	E	B 13.0	B 12.1		B 13.2	0.009 0.3			B 12.2	0.005 0.0		

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.
11. Critical V/C, Critical Delay or side-street delay highlighted in yellow indicates a project impact.

Table 7
Background and Background Plus Project Intersection Levels of Service

N-S Street E-W Street			Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Background Conditions				Background + Project Conditions											
						AM Peak Hr				PM Peak Hr				AM Peak Hr				PM Peak Hr			
						LOS Delay (sec)		LOS Delay (sec)		LOS Delay (sec)		Change		LOS Delay (sec)		Change					
												Crit. V/C	Crit. Delay			Crit. V/C	Crit. Delay				
9	Mathilda Avenue	Maude Avenue	NB 2-L, 3-T, 1-R SB 2-L, 4-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T, 1-R	Signal	E	D	44.9	D	44.4	D	45.3	0.006	0.5	D	44.4	0.003	0.0				
10	Mathilda Avenue	Indio Way	NB 1-L, 3-T, 1-R SB 1-L, 3-T, 1-R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	E	C+	22.1	C	25.8	C+	22.5	0.008	0.6	C	25.8	0.004	0.1				
11	Mathilda Avenue	California Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	C	30.6	C	30.5	C	30.7	0.003	0.1	C	30.4	0.002	0.0				
12	Mathilda Avenue	Java Drive	NB 2-L, 2-T, 1-T/R SB 2-L, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	E	C	25.0	D+	37.6	C	25.0	0.004	0.1	D+	37.6	0.000	0.1				
13	Bordeaux Drive	Java Drive	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal	D	B	17.3	C+	21.9	B	17.7	0.002	0.2	C+	22.3	0.015	0.6				
14	Bordeaux Drive	5th Avenue	NB 1-L, 1-T SB 1-T/R EB 1-L/R	2-Way Stop WA (EB)	D	A	9.5	B	10.0	A	9.7	N/A		B	10.3	N/A					
15	Bordeaux Drive	Moffett Park Drive	SB 1-L, 1-R EB 1-L, 1-T WB 1-T/R	2-Way Stop WM (SBL)	D	F	85.3	E	40.5	F	90.2	N/A		E	40.7	N/A					
16	Innovation Way	Moffett Park Drive	SB 1-L, 1-L/R EB 1-L, 2-T WB 2-T, 1-R	Signal	D	B+	10.8	B	15.1	B+	11.0	0.004	0.2	B	15.1	0.013	0.2				
17	US 101 NB On-Ramp	Moffett Park Drive	EB 1-T, 1-R WB 1-L, 1-T	Signal	D	A	5.6	C+	20.9	A	5.7	0.001	0.0	C+	22.3	0.021	1.6				

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.
11. Critical V/C, Critical Delay or side-street delay highlighted in yellow indicates a project impact.

6 Cumulative and Cumulative Plus Project Conditions

This section of the report describes the analyses of the study road network under Cumulative Conditions using the growth factors below to reach year 2020 conditions. This section of the report also identifies cumulative impacts.

As previously discussed in this report, the reconfiguration of the SR 237 / Mathilda Avenue interchange is included in the City of Sunnyvale Transportation Impact Fee program and the VTA's Valley Transportation Plan 2040. However, no preferred alternative has been selected yet. As a result, this analysis uses the existing lane configurations for the study intersections.

6.1 Cumulative and Cumulative Plus Project Traffic Volumes

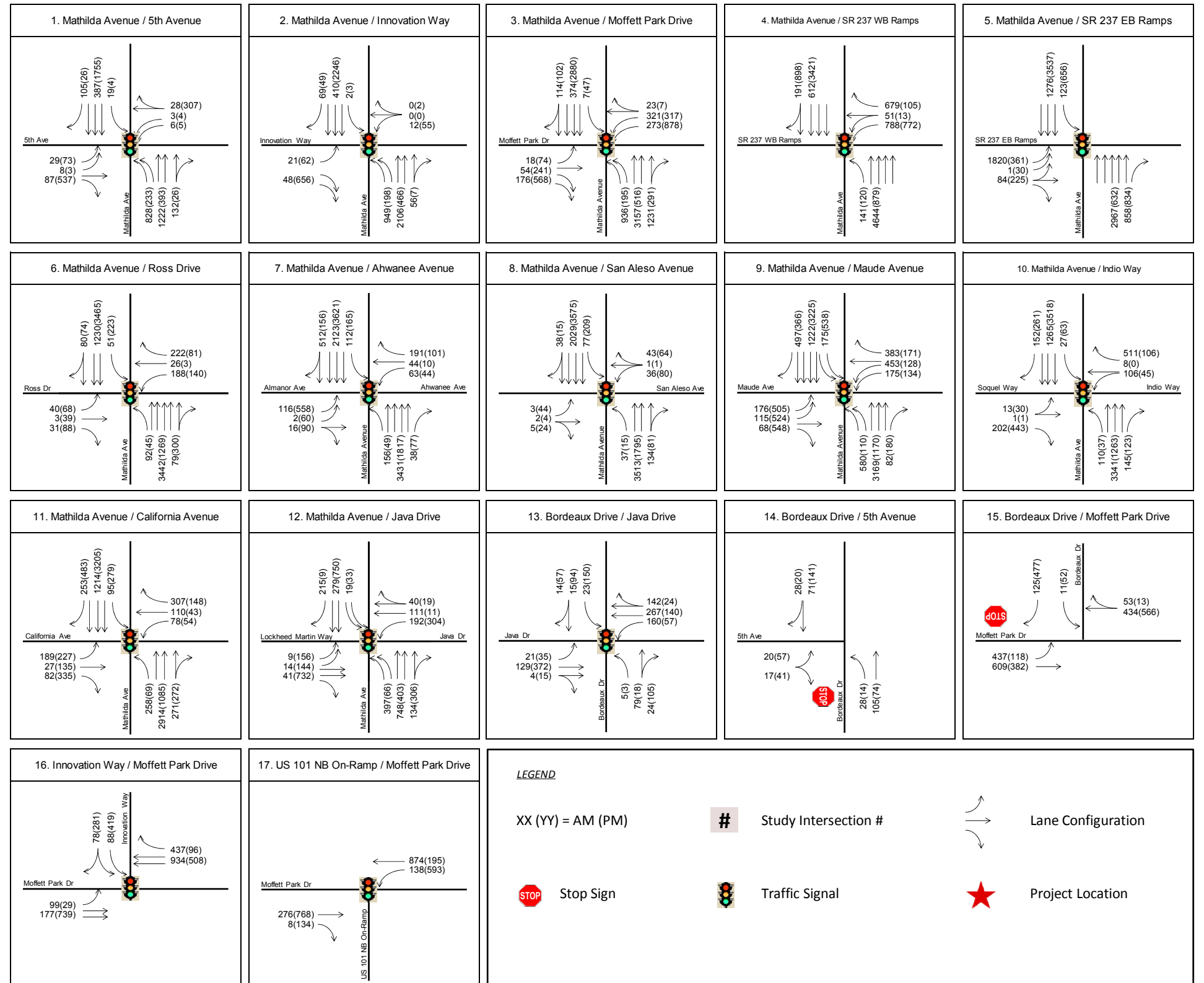
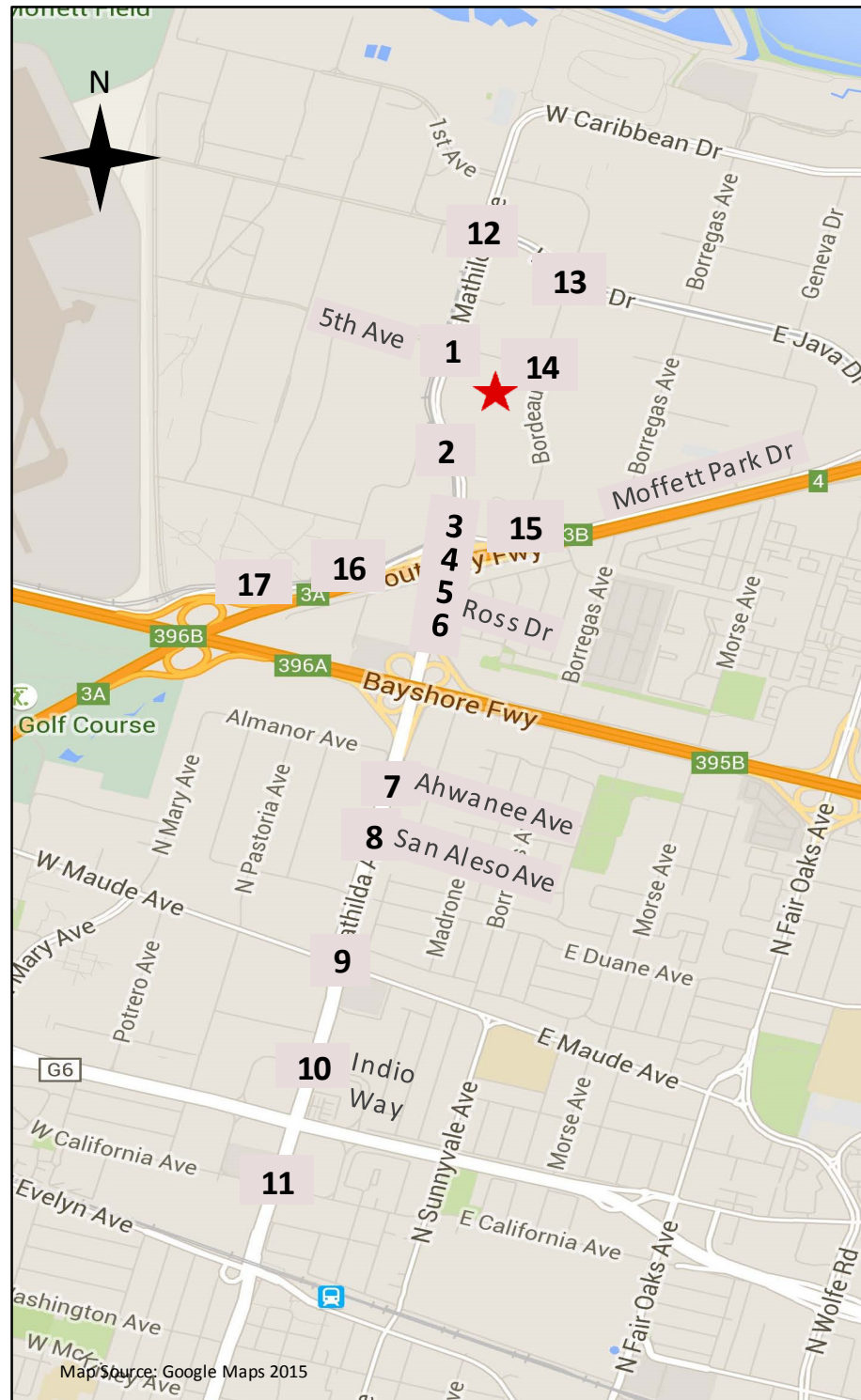
The following growth rates, which were provided by City of Sunnyvale staff, were applied to the existing traffic volumes to estimate cumulative traffic growth:

Arterial Streets – 1.50% (AM & PM Peak Hours)
Collector Streets – 1.50% (AM & PM Peak Hours)
Local Streets – 1.50% (AM & PM Peak Hours)

In addition, a list of pending projects is provided on page 2 of Appendix E with a trip generation estimate for each project. Trip assignments from pending projects and projects that have been approved but not yet built were added to the existing and cumulative growth volumes to obtain Cumulative No Project Traffic Volumes, which are included in **Figure 14**. Trips from the proposed project were combined with the Cumulative No Project Traffic Volumes to obtain Cumulative Plus Project Traffic Volumes, which are included in **Figure 15**.

Figure 14

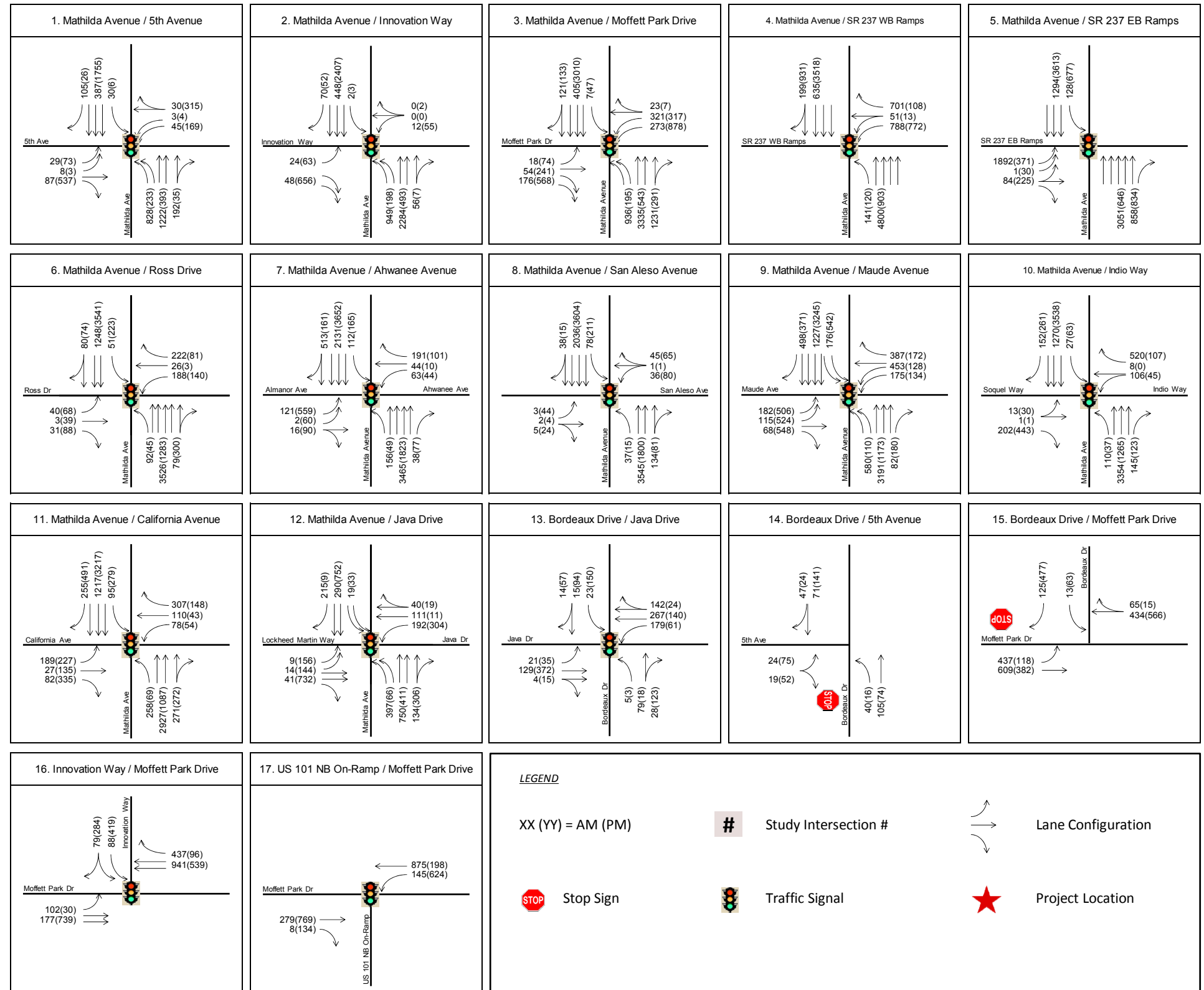
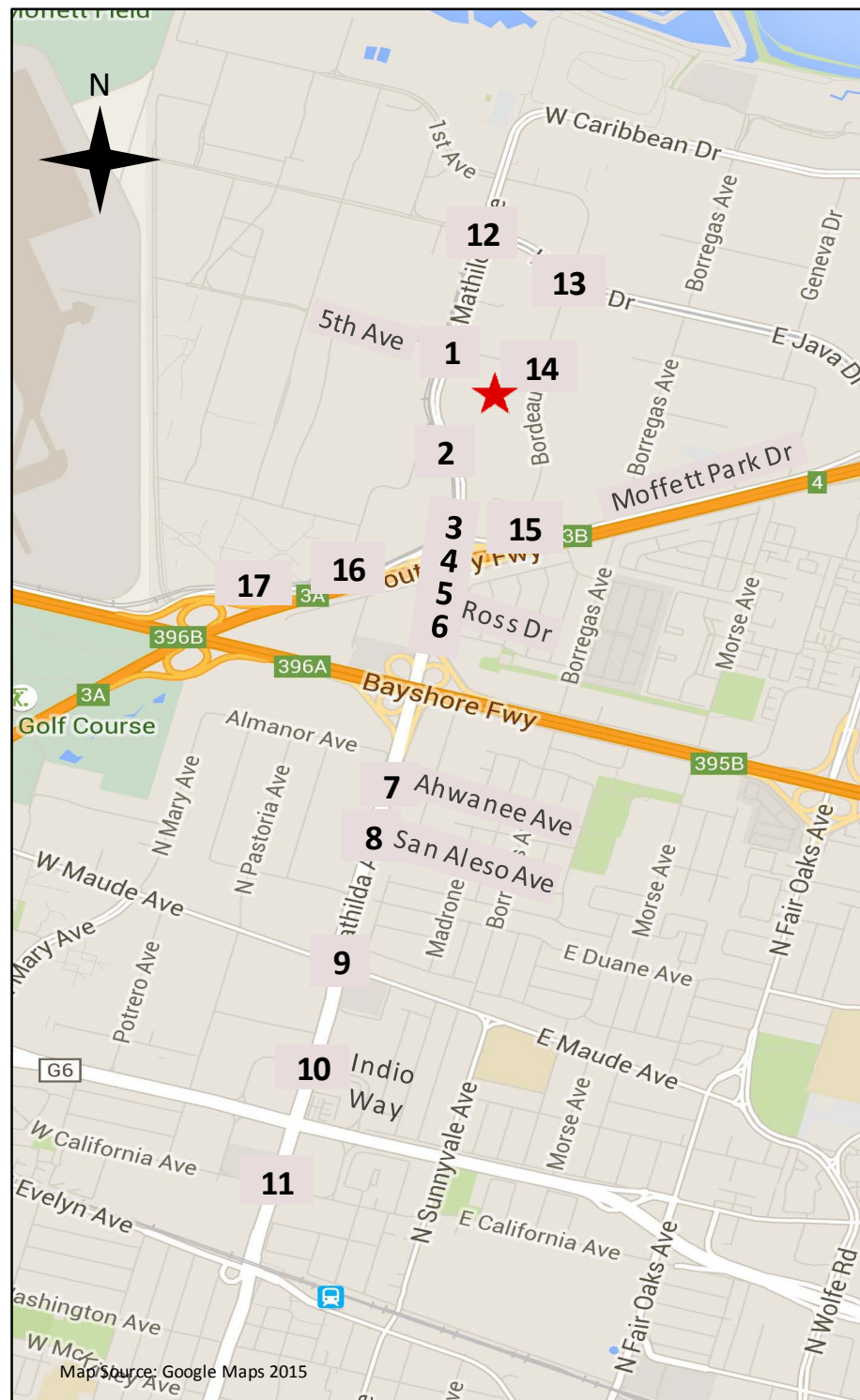
Cumulative No Project Intersection Peak Hour Volumes



Notes:

1. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

Figure 15
Cumulative Plus Project Intersection Peak Hour Volumes



Notes:

1. The second EB right-turn lane at Intersection #3 (Mathilda Avenue / Moffett Park Drive) is a "free" right-turn. The EBR volume shown only includes turns onto Mathilda Avenue.

6.2 Cumulative and Cumulative Plus Project Intersection Operations

The LOS calculation worksheets for the study intersections under Cumulative No Project and Cumulative Plus Project conditions are included in **Appendix D**. Intersection levels of service under Cumulative No Project and Cumulative Plus Project conditions are shown in **Table 8**.

Based on City of Sunnyvale and VTA level of service standards, the following intersections are projected to operate at unacceptable levels of service under Cumulative Plus Project Conditions:

Int. #3 Mathilda Avenue / Moffett Park Drive

The addition of project traffic is projected to exacerbate the unacceptable LOS F operations during the AM and PM peak hours.

*Impacts and Mitigations: The addition of project traffic during the AM peak hour is projected to increase the critical delay by 20.7 seconds and the critical V/C ratio by 0.037. The addition of project traffic during the PM peak hour is projected to increase the critical delay by 10.9 seconds and the critical V/C ratio by 0.025. Therefore, based on VTA impact criteria the proposed project would have a **significant** impact at this intersection during the AM and PM peak hours.*

The City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects include improvements at the Mathilda Avenue interchanges with SR 237 and US 101 that would reduce congestion, improve traffic operations, and enhance bicycle and pedestrian travel through the interchanges.

Alternatives at the Mathilda Avenue / SR 237 interchange include a tight diamond interchange, a diamond interchange, and a diverging diamond interchange. These alternatives would reduce congestion by removing the closely spaced signal at the Mathilda Avenue / SR 237 WB Ramps intersection and shifting the SR 237 westbound off-ramp to the east leg of the Mathilda Avenue / Moffett Park Drive intersection.

*The preferred alternative has not yet been determined, but the improvements would result in improved operations on the Mathilda Avenue corridor at the SR 237 and US 101 interchanges. Implementation of these improvements are expected to reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.*

Int. #15 Bordeaux Drive / Moffett Park Drive

The worst movement (southbound left-turn) is projected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour under Cumulative No Project traffic conditions. The addition of project traffic would exacerbate these conditions.

Impacts and Mitigations: The addition of project traffic would exacerbate the LOS F and LOS E operations during the AM and PM peak hours, respectively, and the MUTCD peak hour volume

signal warrant would be met during the AM and PM peak hours. Therefore, the proposed project would have a **significant** impact at this intersection based on City of Sunnyvale impact criteria. The MUTCD peak hour signal warrant is included in **Appendix G**.

Installation of a traffic signal at this location would reduce the project's impacts to less-than-significant. However, improvements at the Mathilda Avenue / SR 237 interchange, which are included in the City of Sunnyvale's TIF and the VTA's VTP 2040 list of financially constrained projects, would result in modifications to this location that would essentially eliminate the intersection. Therefore, these improvements would reduce the project's impacts to **less-than-significant**. Payment of the City's TIF would represent the project's fair share contribution to improvements at this location.

Table 8
Cumulative and Cumulative Plus Project Intersection Levels of Service

N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Cumulative Conditions				Cumulative + Project Conditions							
					AM Peak Hr		PM Peak Hr		AM Peak Hr				PM Peak Hr			
					LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	Change		LOS	Delay (sec)	Change	
											Crit. V/C	Crit. Delay			Crit. V/C	Crit. Delay
1	Mathilda Avenue	5th Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T/R	Signal	E	B- 18.7	C- 32.1		B- 18.9		0.001	0.1	C- 33.8		0.060	2.2
2	Mathilda Avenue	Innovation Way	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 2-R WB 1-L/T/R	Signal	E	B+ 11.4	C- 33.5		B+ 11.5		0.038	0.3	C- 34.9		0.032	1.7
3	Mathilda Avenue	Moffett Park Drive	NB 2-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T, 2-R WB 2-L, 1-T/R	Signal	E	F 166.6	F 96.7		F 182.3		0.037	20.7	F 105.3		0.025	10.9
4	Mathilda Avenue	SR 237 WB Ramps	NB 1-L, 4-T SB 3-T, 1-T/R WB 1-L, 1-L/T, 1-R	Signal	E	E 67.1	C 31.0		E- 79.2		0.037	15.8	D+ 35.5		0.019	5.2
5	Mathilda Avenue	SR 237 EB Ramps	NB 5-T, 1-R SB 1-L, 3-T EB 2-L, 1-L/T, 1-R	Signal	E	D 39.5	C- 34.6		D 42.6		0.020	6.7	D+ 36.2		0.014	5.2
6	Mathilda Avenue	Ross Drive	NB 1-L, 4-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	B 13.0	B- 18.4		B 12.9		0.010	0.0	B- 19.7		0.015	2.0
7	Mathilda Avenue	Ahwanee Avenue	NB 1-L, 4-T, 1-R SB 1-L, 3-T, 1-T/R EB 2-L, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	B- 18.5	C- 34.5		B- 18.6		0.007	0.1	C- 34.6		0.005	0.2
8	Mathilda Avenue	San Aleso Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-T/R EB 1-L, 1-T/R WB 1-L/T/R	Signal	E	B 17.6	B 16.8		B- 18.4		0.008	1.3	B 16.9		0.005	0.0

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.
11. Critical V/C, Critical Delay or side-street delay highlighted in yellow indicates a project impact.

Table 8
Cumulative and Cumulative Plus Project Intersection Levels of Service

N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Cumulative Conditions				Cumulative + Project Conditions							
					AM Peak Hr		PM Peak Hr		AM Peak Hr				PM Peak Hr			
					LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	Change		LOS	Delay (sec)	Change	
											Crit. V/C	Crit. Delay			Crit. V/C	Crit. Delay
9	Mathilda Avenue	Maude Avenue	NB 2-L, 3-T, 1-R SB 2-L, 4-T, 1-R EB 2-L, 1-T, 1-R WB 2-L, 1-T, 1-R	Signal	E	D- 54.2	D 47.0		E+ 55.1	0.007 1.5			D 47.0	0.002 0.0		
10	Mathilda Avenue	Indio Way	NB 1-L, 3-T, 1-R SB 1-L, 3-T, 1-R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	E	C 29.3	C 29.6		C 30.2	0.008 1.4			C 29.8	0.004 0.3		
11	Mathilda Avenue	California Avenue	NB 1-L, 2-T, 1-T/R SB 1-L, 3-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	E	D 40.2	D+ 35.5		D 40.3	0.003 0.2			D+ 35.5	0.002 0.1		
12	Mathilda Avenue	Java Drive	NB 2-L, 2-T, 1-T/R SB 2-L, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	E	C 27.0	D 42.6		C 27.0	0.003 0.1			D 42.7	0.000 0.0		
13	Bordeaux Drive	Java Drive	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal	D	B- 19.4	C+ 22.0		B- 19.3	0.017 0.0			C+ 22.4	0.015 0.5		
14	Bordeaux Drive	5th Avenue	NB 1-L, 1-T SB 1-T/R EB 1-L/R	2-Way Stop WA (EB)	D	A 9.5	B 10.2		A 9.8	N/A			B 10.4	N/A		
15	Bordeaux Drive	Moffett Park Drive	SB 1-L, 1-R EB 1-L, 1-T WB 1-T/R	2-Way Stop WM (SBL)	D	F 97.1	E 48.8		F 103.2	N/A			E 49.0	N/A		
16	Innovation Way	Moffett Park Drive	SB 1-L, 1-L/R EB 1-L, 2-T WB 2-T, 1-R	Signal	D	B+ 11.4	B 15.8		B+ 11.5	0.004 0.2			B 15.8	0.012 0.3		
17	US 101 NB On-Ramp	Moffett Park Drive	EB 1-T, 1-R WB 1-L, 1-T	Signal	D	A 5.7	C 24.0		A 5.8	0.001 0.0			C 25.9	0.022 2.3		

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D, except for regionally significant intersections with LOS E threshold.
5. LOS standard for unsignalized City intersections is LOS D for the worst approach/movement.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. WM = Worst Movement
9. N/A = Not Applicable
10. LOS highlighted in red indicates operations are below level of service standard.
11. Critical V/C, Critical Delay or side-street delay highlighted in yellow indicates a project impact.

7 Left-Turn Queuing Analysis

The 95th percentile queue length is referred to as the “design queue”, which represents the queue that would be exceeded during 5% of the cycles. For example, a traffic signal with a 60-second cycle length would have 60 signal cycles in one hour and the design queue would be exceeded during 3 signal cycles in that hour.

Vehicle queuing and the adequacy of left-turn storage at each study intersection were evaluated by comparing the calculated design queue to the available queue storage. First, the average queue at each location was estimated by dividing the volume (vehicles per hour) by the number of signal cycles per hour. Then, a design queue was estimated using a Poisson probability distribution which converts the average queue into a 95th percentile design queue using the following formula:

$$P(x) = \frac{\lambda^x e^{-\lambda}}{x!}$$

Where:

$P(x)$ = the probability of “x” vehicles queued per lane

x = number of vehicles in queue per lane

λ = average queue per lane

The 95th percentile design queue (in number of vehicles per lane) was then used to calculate the 95th percentile design queue length (in feet per lane) by multiplying the design queue by an assumed 25 feet per vehicle. The estimated 95th percentile design queue length was then compared to the available storage capacity for the particular left-turn movement. Existing and future deficiencies are identified where the design queue length exceeds the available storage capacity for a particular movement.

Table 9 provides a summary of the queuing analysis. Instances where the 95th percentile design queue exceeds the available storage are highlighted in red. Details of the queuing estimates for each intersection are summarized in **Appendix H**. The Poisson probability calculations are included as **Appendix I**.

With two exceptions, the identified left-turn storage deficiencies at all study intersections begin under a “no project” scenario (i.e., Existing, Background, Cumulative) and continue with the same deficiency when project traffic is added (i.e., Existing Plus Project, Background Plus Project, Cumulative Plus Project). In other words, the addition of project traffic does not cause the deficiency to worsen. The two intersections with exceptions are as follows:

Mathilda Avenue / SR 237 EB Ramps Intersection (#5)

1. The addition of project traffic causes the eastbound left-turn 95th percentile design queue to increase by 25 feet (approximately one car length) under

Background Plus Project and Cumulative Plus Project Conditions during the AM peak hour.

2. The addition of project traffic causes the southbound left-turn 95th percentile design queue to increase by 25 feet (approximately one car length) under Cumulative Plus Project Conditions during the PM peak hour.

The increase in queue length by 25 feet for the southbound left and eastbound left turn lanes is considered a deficiency. Operational improvements at the Mathilda Avenue / SR 237 EB Ramps intersection should be to implement the Mathilda Avenue / SR 237 interchange project. Payment to the City's TIF would represent the project's fair share contribution to improvements at this location.

US 101 NB On-Ramp / Moffett Park Drive Intersection (#17)

1. The addition of project traffic causes the westbound left-turn 95th percentile design queue to increase by 25 feet (approximately one car length) under Cumulative Plus Project Conditions during the PM peak hour.

Westbound Moffett Park Drive has two lanes; one of which becomes a trap lane that transitions into the westbound left-turn lane at the US 101 NB On-Ramp / Moffett Park Drive intersection. Under Cumulative Plus Project Conditions, the projected westbound left-turn queue would extend by approximately 90 feet into the trap lane and is not expected to spill into or block traffic in the westbound through lane. Therefore, no improvements are recommended at this location.

Table 9
Queuing Analysis Summary

#1. Mathilda Avenue / 5th Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	25	25	325	325	400	400	50	50	50	50	50	50
Available Storage (ft/ln)	395	395	395	395	395	395	218	218	218	218	218	218
#2. Mathilda Avenue / Innovation Way												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	200	200	425	425	450	450	0	0	0	0	0	0
Available Storage (ft/ln)	364	364	364	364	364	364	75	75	75	75	75	75
#3. Mathilda Avenue / Moffett Park Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	300	300	325	325	400	400	25	25	25	25	25	25
Available Storage (ft/ln)	175	175	175	175	175	175	150	150	150	150	150	150
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	100	100	100	100	100	100	175	175	350	350	375	375
Available Storage (ft/ln)	325	325	325	325	325	325	285	285	285	285	285	285
#4. Mathilda Avenue / SR 237 WB Ramps												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)							275	275	275	275	350	350
Available Storage (ft/ln)							310	310	310	310	310	310
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)							325	325	325	325	350	350
Available Storage (ft/ln)							310	310	310	310	310	310
#5. Mathilda Avenue / SR 237 EB Ramps												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	325	350	575	600	650	675						
Available Storage (ft/ln)	450	450	450	450	450	450						
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)							300	300	475	475	525	550
Available Storage (ft/ln)							170	170	170	170	170	170
#6. Mathilda Avenue / Ross Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	75	75	75	75	75	75	175	175	175	175	200	200
Available Storage (ft/ln)	100	100	100	100	100	100	35	35	35	35	35	35
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	75	75	75	75	75	75	200	200	200	200	225	225
Available Storage (ft/ln)	130	130	130	130	130	130	185	185	185	185	185	185
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	100	100	100	100	100	100	150	150	150	150	150	150
Available Storage (ft/ln)	100	100	100	100	100	100	35	35	35	35	35	35

Table 9
Queuing Analysis Summary

#7. Mathilda Avenue / Ahwanee Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	100	100	150	150	175	175	125	125	125	125	150	150
Available Storage (ft/ln)	345	345	345	345	345	345	112	112	112	112	112	112
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	100	100	100	100	125	125	275	275	275	275	300	300
Available Storage (ft/ln)	345	345	345	345	345	345	112	112	112	112	112	112
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	275	275	350	350	450	450	100	100	100	100	100	100
Available Storage (ft/ln)	185	185	185	185	185	185	230	230	230	230	230	230
#9. Mathilda Avenue / Maude Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	275	275	300	300	350	350	125	125	125	125	150	150
Available Storage (ft/ln)	240	240	240	240	240	240	275	275	275	275	275	275
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	125	125	125	125	125	125	300	300	400	400	450	450
Available Storage (ft/ln)	240	240	240	240	240	240	275	275	275	275	275	275
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	325	325	400	400	425	425	150	150	150	150	150	150
Available Storage (ft/ln)	280	280	280	280	280	280	175	175	175	175	175	175
#11. Mathilda Avenue / California Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	225	225	225	225	425	425	125	125	175	175	200	200
Available Storage (ft/ln)	360	360	360	360	360	360	175	175	175	175	175	175
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	175	175	250	250	325	325	150	150	150	150	175	175
Available Storage (ft/ln)	120	120	120	120	120	120	105	105	105	105	105	105
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	125	125	125	125	150	150	300	300	400	400	450	450
Available Storage (ft/ln)	360	360	360	360	360	360	175	175	175	175	175	175
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)	275	275	300	300	400	400	125	125	125	125	125	125
Available Storage (ft/ln)	120	120	120	120	120	120	105	105	105	105	105	105
#12. Mathilda Avenue / Java Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
#13. Bordeaux Drive / Java Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)	25	25	25	25	25	25	100	100	125	125	150	150
Available Storage (ft/ln)	125	125	125	125	125	125	125	125	125	125	125	125
#16. Innovation Way / Moffett Park Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
95th % Queue (ft/ln)							125	125	200	200	300	300
Available Storage (ft/ln)							165	165	165	165	165	165
#17. US 101 NB On-Ramp / Moffett Park Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
95th % Queue (ft/ln)							250	250	375	375	375	400
Available Storage (ft/ln)							300	300	300	300	300	300

8 Transit, Bicycle and Pedestrian Facilities Analysis

8.1 Transit Service

The Santa Clara Valley Transportation Authority (VTA) operates numerous transit routes and modes within Santa Clara County. VTA currently operates Bus Routes 26, 32, 54, 120, 121, 122, 321 and 328 within the study area. The VTA light rail line 902 also serves the project area; the Lockheed Martin light rail station is located approximately 900 feet from the project site. In addition, route 826 provides shuttle service between the Lockheed Martin and Great America light rail stations, providing access to the Altamont Commuter Express (ACE) rail service that connects San Jose to Stockton.

An analysis of the effects of the proposed project on transit vehicle delay was conducted using the following methods:

1. VTA bus routes that travel through the project study intersections were identified.
2. The intersection movements that each VTA bus route travels through at each study intersection were identified (e.g., northbound left, northbound through, northbound right, etc.)
3. The number of buses for each route that travel through the study intersections during the AM and PM peak hours was determined based on current VTA bus schedules.
4. The average delay per vehicle at each affected movement was obtained from the intersection auto level of service analyses for Existing and Existing Plus Project Conditions.
5. The increase in average delay per vehicle caused by project generated traffic was multiplied by the number of buses traveling through the affected movements to obtain the estimated increase in transit vehicle delay.
6. The increase in transit vehicle delay at each affected intersection movement was summed for all of the applicable bus routes during the AM and PM peak hours.

The transit vehicle delay analysis is summarized in **Table 10**. The transit vehicle delay calculations are included as **Appendix J**. Based on the analysis at all 17 study intersections, the project is expected to increase transit vehicle delay within the range of zero to 3.3 seconds during the AM peak hour and zero to 2.0 seconds during the PM peak hour.

The transit vehicle delay at some of the study intersections is shown to decrease with the addition of project traffic. Although this appears to be counter-intuitive, this can occur because the average delay is based on a weighted average. Therefore, when traffic is added to a movement with low delay, it can cause the weighted average to decrease.

**Table 10
Transit Vehicle Delay Summary**

Bus Route	26 EB (AM)	26 WB (AM)	32 WB (AM)	32 EB (AM)	54 NB (AM)	54 SB (AM)	120 SB (AM)	121 NB (AM)	122 NB (AM)	321 WB (AM)	328 NB (AM)	826 WB (AM)	Total AM Increase in Delay (sec)
Int. ID	Affected Movement												
1	EBL	SBR	-	-	NBL	EBR	SBR & WBR	SBR	SBR	SBR	SBR	SBR	0.1
2	-	-	-	-	NBT	SBT	SBT	-	-	-	-	-	1.8
3	-	-	-	-	NBT	SBT	SBR	-	-	-	-	-	0.5
4	-	-	-	-	NBT	SBT	-	-	-	-	-	-	-2.4
5	-	-	-	-	NBT	SBT	-	-	-	-	-	-	3.3
6	-	-	-	-	NBT	SBT	-	-	-	-	-	-	-1.2
7	-	-	-	-	NBT	SBT	-	-	-	-	-	-	-0.3
8	-	-	-	-	NBT	SBT	-	-	-	-	-	-	0.0
9	-	-	-	-	NBT	SBT	-	-	-	-	-	-	0.6
10	-	-	NBR	-	NBT	SBT	-	-	-	-	-	-	2.7
11	-	-	NBT	EBR	NBT	SBT	-	-	-	-	-	-	0.0
12	NBR	WBL	-	-	-	-	WBL	WBL	WBL	WBL	WBL	WBR & EBR	0.0
13	EBT	WBT	-	-	-	-	WBT	WBT	WBT	WBT	WBT	WBT	0.0
14	-	-	-	-	-	-	-	-	-	-	-	-	0.0
15	-	-	-	-	-	-	-	-	-	-	-	-	0.0
16	-	-	-	-	-	-	WBT	-	-	-	-	-	0.2
17	-	-	-	-	-	-	WBT	-	-	-	-	-	0.0

Bus Route	26 WB (PM)	26 EB (PM)	32 EB (PM)	32 WB (PM)	54 SB (PM)	54 NB (PM)	120 NB (PM)	121 SB (PM)	122 SB (PM)	321 EB (PM)	328 SB (PM)	826 EB (PM)	Total PM Increase in Delay (sec)
Int. ID	Affected Movement												
1	SBR	EBL	-	-	EBR	NBL	NBL & EBL	EBL	EBL	EBL	EBL	EBL	0.0
2	-	-	-	-	SBT	NBT	NBT	-	-	-	-	-	-4.2
3	-	-	-	-	SBT	NBT	NBT	-	-	-	-	-	-6.5
4	-	-	-	-	SBT	NBT	NBT	-	-	-	-	-	-2.4
5	-	-	-	-	SBT	NBT	EBL	-	-	-	-	-	2.0
6	-	-	-	-	SBT	NBT	-	-	-	-	-	-	1.2
7	-	-	-	-	SBT	NBT	-	-	-	-	-	-	-0.3
8	-	-	-	-	SBT	NBT	-	-	-	-	-	-	0.3
9	-	-	-	-	SBT	NBT	-	-	-	-	-	-	-0.3
10	-	-	-	NBR	SBT	NBT	-	-	-	-	-	-	-0.3
11	-	-	EBR	NBT	SBT	NBT	-	-	-	-	-	-	1.2
12	WBL	NBR	-	-	-	-	NBR	NBR	NBR	NBR	NBR	NBL & SBL	-1.0
13	WBT	EBT	-	-	-	-	EBT	EBT	EBT	EBT	EBT	EBT	0.0
14	-	-	-	-	-	-	-	-	-	-	-	-	0.0
15	-	-	-	-	-	-	-	-	-	-	-	-	0.0
16	-	-	-	-	-	-	-	-	-	-	-	-	0.0
17	-	-	-	-	-	-	-	-	-	-	-	-	0.0

8.2 Transit Access

The project site is in close proximity to the Lockheed Martin Transit Center, which provides access to VTA light rail and bus routes. From the project driveway on Mathilda Avenue (shown as driveway “A” on Figure 2), pedestrians can head north on Mathilda Avenue to 5th Avenue, cross Mathilda Avenue going westbound, and head south to reach the light rail platform; a total distance of about 680 feet. From the project driveway on 5th Avenue (shown as driveway “B” on Figure 2), pedestrians can head west to Mathilda Avenue, cross Mathilda Avenue going westbound, and head south to reach the light rail platform; a total distance of about 640 feet. Assuming a walking speed of 4 feet per second, it would take pedestrians about 3 minutes to walk between the light rail platform and the project site. The bus stops at the Lockheed Martin Transit Center are located about 200 feet west of the light rail platform on 5th Avenue, about a one-minute walk from the light rail platform. Sidewalks are continuously provided along both of these routes. The project site plan includes pedestrian walkways between the project building the other buildings in the office park, and the public sidewalks on Mathilda Avenue and 5th Avenue.

8.3 Bicycle and Pedestrian Facilities

The proposed project would generate bicycle trips within the project site and on the local road network. In general, the roadways near the project site provide adequate bicycle facilities. Class II Bike Lanes are currently provided on Moffett Park Drive between Bordeaux Drive and Lawrence Expressway, Bordeaux Drive between Moffett Park Drive and Java Drive, and Borregas Avenue between Moffett Park Drive and Caribbean Drive. Mathilda Avenue between Moffett Park Drive and 1st Avenue-Bordeaux Drive is designated as a Class III Bike Route. In addition, a Class II bike lane is proposed on 5th Avenue along the project frontage.

In the project vicinity, sidewalks are provided on both sides of Mathilda Avenue between Moffett Park Drive and 5th Avenue, and on the east side of Mathilda Avenue between 5th Avenue and 1st Avenue. Sidewalks are provided along the project frontage on both sides of 5th Avenue from N. Mathilda Avenue until approximately 300 feet from Bordeaux Drive. Sidewalk is provided on the east side of Bordeaux Drive, beginning just south of 5th Avenue and extending approximately 570 feet to the north. Sidewalks are not provided in the vicinity of the project on the majority of Bordeaux Drive.

No changes to existing signal operations, roadway geometries or intersection layouts are proposed as part of this project. The project is not expected to have an effect on existing bicycle or pedestrian facilities.

9 Parking, Access and Circulation

9.1 Project Vehicular Parking

The Moffett Park Specific Plan (MPSP) requires a minimum of one parking space per 300 square feet of gross floor area. However, 1184, 1194 and 1120 N. Mathilda existing office buildings were approved with a minimum of 1:500 and maximum of 1:250 parking spaces. After completion, the Sunnyvale Office Park will consist of 673,074 square feet (424,815 SF of existing building space and 248,259 SF of new building space). This equates to an average minimum requirement of 2,041 parking spaces for the office park.

The project site plan indicates that a total of 2,212 parking spaces will be provided on-site. On the basis of the parking calculations, the parking provided on the site will meet the requirements within the MPSP.

9.2 Project Bicycle Parking

Class I bicycle parking includes areas that protect bicycles from theft, vandalism, and inclement weather such as bike lockers, guarded parking areas, and valet/check-in parking. Class II bicycle parking includes bike racks that allow at least one wheel to be secured with a user-provided lock.

The MPSP requires one bicycle space per 6,000 square feet of office space (75% Class I and 25% Class II). This equates to 110 bicycle parking spaces (83 Class I and 27 Class II). The project site plan indicates that a total of 230 bicycle parking spaces will be provided on-site (200 Class I and 30 Class II). On the basis of the bicycle parking calculations, on-site bicycle parking will meet the requirements within the MPSP.

9.3 Project Access and On-Site Circulation

There are currently six driveways that provide access to the project site. Two are located on Mathilda Avenue, both of which only provide right-in, right-out access. There are four driveways on 5th Avenue; two are south of 5th Avenue and two are north of 5th Avenue, all of which will provide full access to the surface parking lots and parking structure.

The locations of the project driveways on Mathilda Avenue will not change with the implementation of the proposed project. The two driveways on the north and south sides of 5th Avenue that are closest to Mathilda Avenue will be shifted approximately 70 feet to the east. The driveway on the north side of 5th Avenue that is closest to Bordeaux Drive will be shifted approximately 30 feet to the west. The driveway on the south side of 5th Avenue that is closest to Bordeaux Drive will be replaced by a new driveway for the new building's parking structure and will be located approximately 100 feet west of the existing driveway. Based on a review of the project site plan, the location and number of driveways is adequate and on-site vehicular circulation appears to be satisfactory for the anticipated use. The project driveways also appear

to be a sufficient distance from city intersections so as not to conflict with intersection turning movements. The project site plan also includes sufficient pedestrian connections that provide access to public sidewalks. While the sight distance appears satisfactory, the design of the driveways on 5th Avenue should ensure that the landscaping along the project frontage does not interfere with the sight distance for vehicles exiting the site.

10 Construction Impacts

This section of the report describes construction impacts that are expected to occur with the construction of the proposed project.

Mathilda Avenue, Java Drive and Caribbean Drive are roadways in the vicinity of the project that are designated as truck routes within the City of Sunnyvale Municipal Code. Trucks can reach the site by traveling northbound on Mathilda Avenue and turning right into the site's first or second driveway on Mathilda Avenue, or by traveling west on Caribbean Drive until the road turns south and becomes Mathilda Avenue, then left on 5th Avenue and right into either the first or second driveway on 5th Avenue.

As discussed in Section 3.8 of this report, Mathilda Avenue experiences congestion at the closely spaced intersections between Moffett Park Drive and Ross Drive during the peak commute periods. Traffic volumes are heavy in the northbound direction during the AM peak hour and in the southbound direction during the PM peak hour, and queues form that spill back to upstream intersections. This is due to the close spacing of the intersections, high traffic volumes, vehicle weaving maneuvers, short left turn lane storage, inefficient lane utilization and the presence of trap lanes (through lanes that become left-turn lanes at downstream intersections). In addition, frequent pedestrians and bicyclists are also present during the AM and PM peak hours in this area.

There is less congestion at the intersections on Mathilda Avenue north of Innovation Way (i.e., 5th Avenue and Java Drive). As a result, in order to reduce the potential impacts of construction vehicle traffic, it is recommended that construction vehicles access the site by traveling west on Caribbean Drive to southbound Mathilda Avenue, then left on 5th Avenue to the project site, or by traveling west on Java Drive, turning left on southbound Mathilda Avenue, then left on 5th Avenue to the project site. Another alternative is to restrict truck access to outside the peak commute periods (i.e., outside the hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.).

1184 N. Mathilda Avenue

SUNNYVALE, CALIFORNIA

TRAFFIC IMPACT ANALYSIS TECHNICAL APPENDICES

FINAL REPORT

Prepared For

City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, California 94086

December 29, 2015

Appendix A

VTA Freeway Analysis Requirement Determination

Appendix A: Freeway Analysis Requirement Determination

Freeway	Segment	Direction	Peak Hour	Lanes	Capacity	Project Trips	<1%?
237	101 to Mathilda	EB	AM	2	4400	72	No
237	101 to Mathilda	EB	PM	2	4400	10	Yes
237	Mathilda to 101	WB	AM	2	4400	8	Yes
237	Mathilda to 101	WB	PM	2	4400	33	Yes
237	Mathilda to Fair Oaks	EB	AM	2	4400	5	Yes
237	Mathilda to Fair Oaks	EB	PM	2	4400	21	Yes
237	Fair Oaks to Mathilda	WB	AM	2	4400	22	Yes
237	Fair Oaks to Mathilda	WB	PM	2	4400	3	Yes
237	Fair Oaks to Lawrence	EB	AM	2	4400	5	Yes
237	Fair Oaks to Lawrence	EB	PM	2	4400	21	Yes
237	Lawrence to Fair Oaks	WB	AM	2	4400	22	Yes
237	Lawrence to Fair Oaks	WB	PM	2	4400	3	Yes
101	Fair Oaks to Mathilda	NB	AM	3	6900	45	Yes
101	Fair Oaks to Mathilda	NB	PM	3	6900	7	Yes
101	Mathilda to Fair Oaks	SB	AM	3	6900	9	Yes
101	Mathilda to Fair Oaks	SB	PM	3	6900	40	Yes
101	Lawrence to Fair Oaks	NB	AM	3	6900	45	Yes
101	Lawrence to Fair Oaks	NB	PM	3	6900	7	Yes
101	Fair Oaks to Lawrence	SB	AM	3	6900	9	Yes
101	Fair Oaks to Lawrence	SB	PM	3	6900	40	Yes

Appendix B

Level of Service Descriptions for Signalized and Unsignalized Intersections

APPENDIX B**LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS**

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

(Reference: VTA Traffic Level of Service Analysis Guidelines, 2003)

Level of Service	Average Control Delay (seconds/vehicle)
A	delay $\leq$ 10.0
B+	10.0 < delay $\leq$ 12.0
B	12.0 < delay $\leq$ 18.0
B-	18.0 < delay $\leq$ 20.0
C+	20.0 < delay $\leq$ 23.0
C	23.0 < delay $\leq$ 32.0
C-	32.0 < delay $\leq$ 35.0
D+	35.0 < delay $\leq$ 39.0
D	39.0 < delay $\leq$ 51.0
D-	51.0 < delay $\leq$ 55.0
E+	55.0 < delay $\leq$ 60.0
E	60.0 < delay $\leq$ 75.0
E-	75.0 < delay $\leq$ 80.0
F	delay > 80.0

APPENDIX B

LEVEL OF SERVICE (LOS) DESCRIPTION UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgement. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream,;
- driver judgement in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

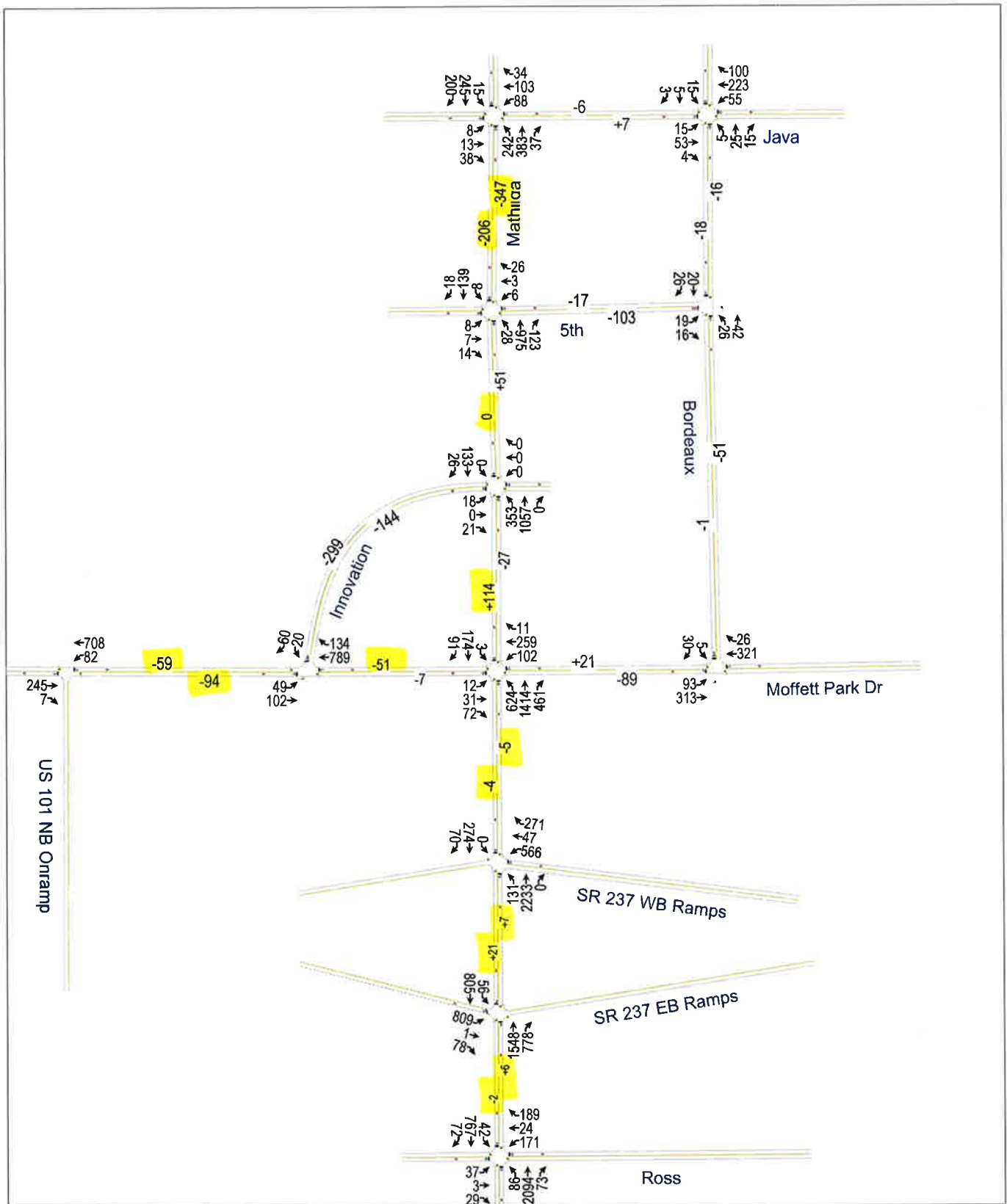
The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

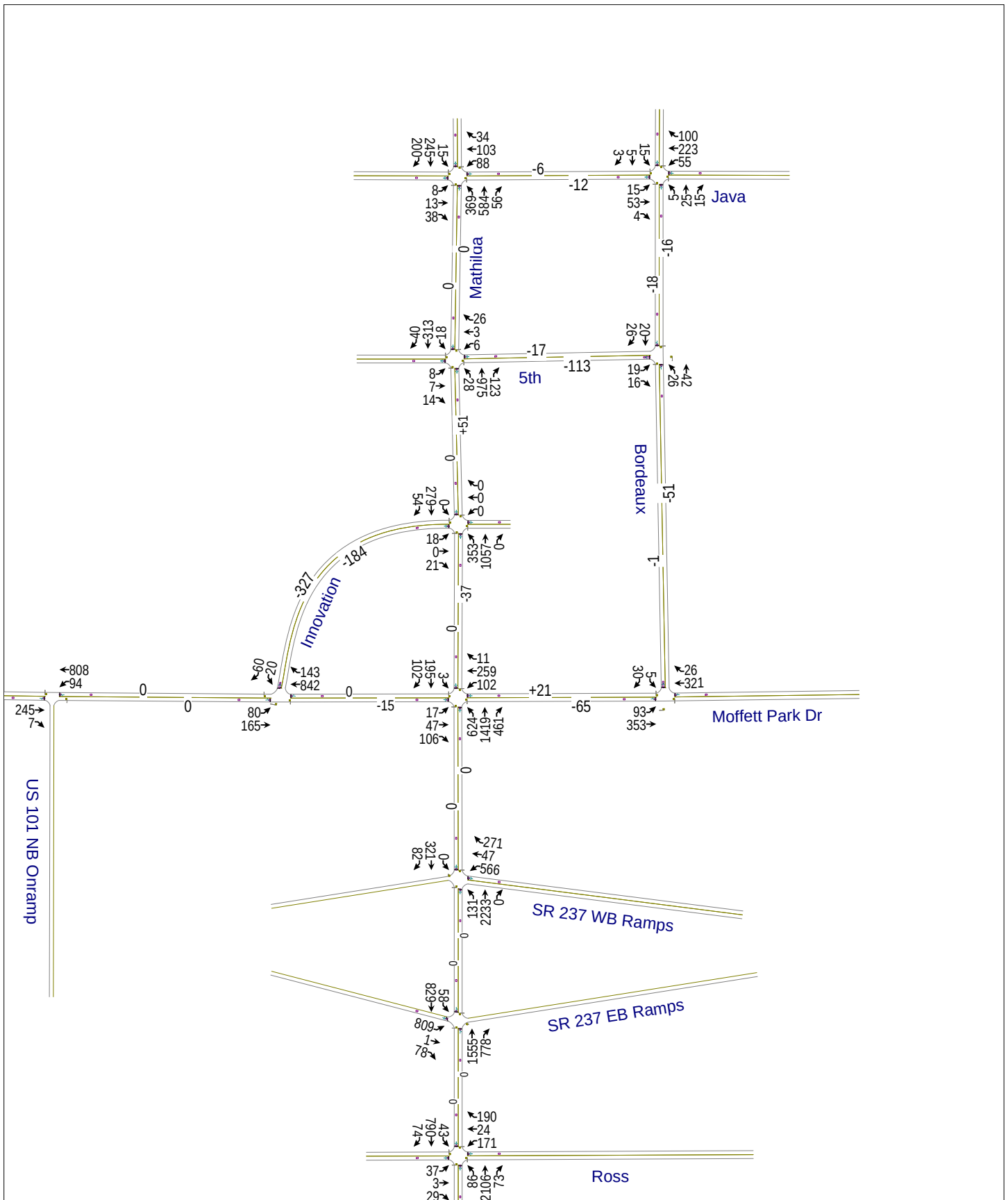
LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS (Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

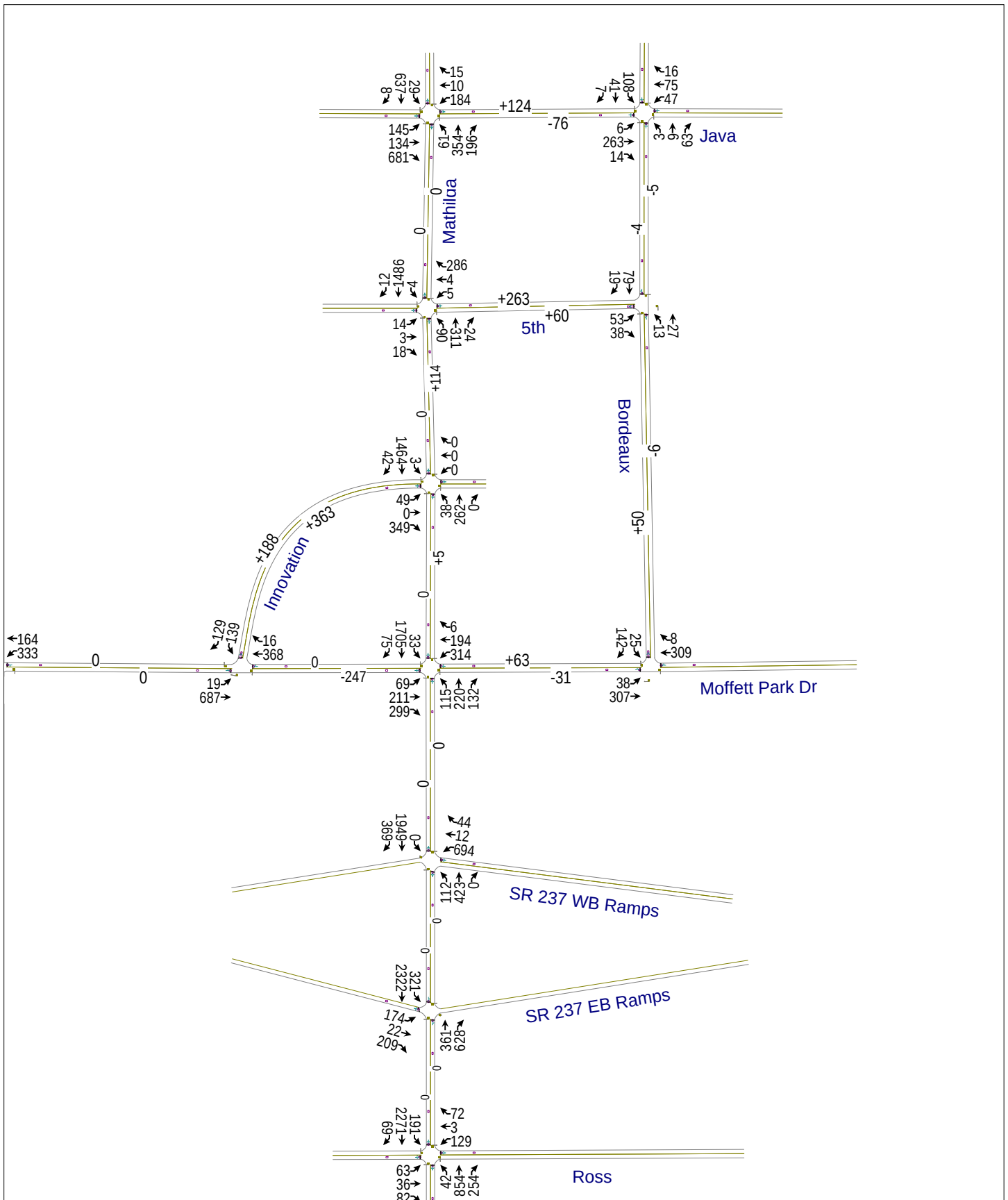
Appendix C

Traffic Count Data









[illegible]

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Freeway Only Lane on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-018 N. Mathilda Avenue-W. Moffett Park Drive.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					W. Moffett Park Drive Westbound					N. Mathilda Avenue Northbound					W. Moffett Park Drive Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	17	8	1	26	13	24	4	0	41	92	195	74	0	361	0	2	14	0	16	444	1
07:15	1	44	17	1	63	23	42	4	0	69	106	249	66	0	421	3	5	3	0	11	564	1
07:30	0	27	23	0	50	17	55	2	0	74	119	236	86	0	441	2	5	7	0	14	579	0
07:45	3	40	18	1	62	25	68	6	0	99	159	278	92	0	529	2	7	8	0	17	707	1
Total	4	128	66	3	201	78	189	16	0	283	476	958	318	0	1752	7	19	32	0	58	2294	3
08:00	0	44	26	0	70	21	66	4	0	91	142	303	99	0	544	1	6	14	0	21	726	0
08:15	0	41	14	0	55	23	65	3	0	91	154	323	113	0	590	6	6	18	0	30	766	0
08:30	1	46	24	0	71	29	66	1	0	96	164	376	137	0	677	2	5	22	0	29	873	0
08:45	2	43	27	0	72	29	62	3	1	95	164	412	112	0	688	3	14	18	0	35	890	1
Total	3	174	91	0	268	102	259	11	1	373	624	1414	461	0	2499	12	31	72	0	115	3255	1
16:00	0	279	12	3	294	72	26	1	0	99	19	49	36	2	106	1	15	103	0	119	618	5
16:15	0	271	4	2	277	73	26	1	1	101	30	57	36	1	124	4	20	90	0	114	616	4
16:30	1	323	10	0	334	91	29	1	0	121	15	55	40	0	110	7	18	96	0	121	686	0
16:45	4	369	7	1	381	79	32	1	0	112	20	57	34	1	112	5	32	82	0	119	724	2
Total	5	1242	33	6	1286	315	113	4	1	433	84	218	146	4	452	17	85	371	0	473	2644	11
17:00	5	465	14	2	486	102	31	1	0	134	19	56	31	1	107	12	45	57	0	114	841	3
17:15	7	482	19	5	513	77	37	1	0	115	21	59	39	0	119	33	66	49	0	148	895	5
17:30	4	404	17	0	425	60	41	3	0	104	23	46	27	0	96	15	56	73	0	144	769	0
17:45	9	354	13	1	377	75	54	1	0	130	32	59	35	0	126	9	44	75	0	128	761	1
Total	25	1705	63	8	1801	314	163	6	0	483	95	220	132	1	448	69	211	254	0	534	3266	9
Grand Total	37	3249	253	17	3556	809	724	37	2	1572	1279	2810	1057	5	5151	105	346	729	0	1180	11459	24
Apprch %	1.0%	91.4%	7.1%	0.5%		51.5%	46.1%	2.4%	0.1%		24.8%	54.6%	20.5%	0.1%		8.9%	29.3%	61.8%	0.0%			
Total %	0.3%	28.4%	2.2%	0.1%	31.0%	7.1%	6.3%	0.3%	0.0%	13.7%	11.2%	24.5%	9.2%	0.0%	45.0%	0.9%	3.0%	6.4%	0.0%	10.3%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Freeway Only Lane on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-018 N. Mathilda Avenue-W. Moffett Park Drive.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. Moffett Park Drive Westbound					N. Mathilda Avenue Northbound					W. Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	44	26	0	70	21	66	4	0	91	142	303	99	0	544	1	6	14	0	21	726
08:15	0	41	14	0	55	23	65	3	0	91	154	323	113	0	590	6	6	18	0	30	766
08:30	1	46	24	0	71	29	66	1	0	96	164	376	137	0	677	2	5	22	0	29	873
08:45	2	43	27	0	72	29	62	3	1	95	164	412	112	0	688	3	14	18	0	35	890
Total Volume	3	174	91	0	268	102	259	11	1	373	624	1414	461	0	2499	12	31	72	0	115	3255
% App Total	1.1%	64.9%	34.0%	0.0%		27.3%	69.4%	2.9%	0.3%		25.0%	56.6%	18.4%	0.0%		10.4%	27.0%	62.6%	0.0%		
PHF	.375	.946	.843	.000	.931	.879	.981	.688	.250	.971	.951	.858	.841	.000	.908	.500	.554	.818	.000	.821	.914

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. Moffett Park Drive Westbound					N. Mathilda Avenue Northbound					W. Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	5	465	14	2	486	102	31	1	0	134	19	56	31	1	107	12	45	57	0	114	841
17:15	7	482	19	5	513	77	37	1	0	115	21	59	39	0	119	33	66	49	0	148	895
17:30	4	404	17	0	425	60	41	3	0	104	23	46	27	0	96	15	56	73	0	144	769
17:45	9	354	13	1	377	75	54	1	0	130	32	59	35	0	126	9	44	75	0	128	761
Total Volume	25	1705	63	8	1801	314	163	6	0	483	95	220	132	1	448	69	211	254	0	534	3266
% App Total	1.4%	94.7%	3.5%	0.4%		65.0%	33.7%	1.2%	0.0%		21.2%	49.1%	29.5%	0.2%		12.9%	39.5%	47.6%	0.0%		
PHF	.694	.884	.829	.400	.878	.770	.755	.500	.000	.901	.742	.932	.846	.250	.889	.523	.799	.847	.000	.902	.912

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Freeway Only Lane on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-018 N. Mathilda Avenue-W. Moffett Park Drive.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					W. Moffett Park Drive Westbound					N. Mathilda Avenue Northbound					W. Moffett Park Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	1	0	0	0	1	3	1
07:15	0	1	0	0	1	0	5	1	1	6	0	1	0	0	1	0	2	0	0	2	10	1
07:30	0	0	0	0	0	0	7	0	1	7	0	0	0	0	0	0	2	0	0	2	9	1
07:45	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	4	0	0	4	11	0
Total	0	1	0	0	1	0	20	1	3	21	0	1	1	0	2	1	8	0	0	9	33	3
08:00	0	1	0	0	1	0	8	0	1	8	0	0	0	0	0	0	7	0	0	7	16	1
08:15	0	0	0	0	0	0	3	1	2	4	0	1	0	0	1	0	4	0	0	4	9	2
08:30	0	1	0	0	1	0	7	1	2	8	0	3	0	0	3	0	2	0	0	2	14	2
08:45	0	1	0	2	1	0	8	0	4	8	0	1	0	0	1	0	6	0	0	6	16	6
Total	0	3	0	2	3	0	26	2	9	28	0	5	0	0	5	0	19	0	0	19	55	11
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	9	0
16:15	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	9	0	0	9	11	3
16:30	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	2	2	1
Total	0	1	0	0	1	0	4	0	5	4	0	1	0	0	1	1	17	0	0	18	24	5
17:00	0	0	0	0	0	0	4	0	1	4	0	0	1	0	1	0	2	0	0	2	7	1
17:15	1	1	0	0	2	0	1	0	1	1	0	0	0	0	0	0	6	0	0	6	9	1
17:30	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8	0
17:45	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	5	0	0	5	6	2
Total	1	2	0	1	3	0	10	0	3	10	0	0	1	0	1	0	16	0	0	16	30	4
Grand Total	1	7	0	3	8	0	60	3	20	63	0	7	2	0	9	2	60	0	0	62	142	23
Apprch %	12.5%	87.5%	0.0%			0.0%	95.2%	4.8%			0.0%	77.8%	22.2%			3.2%	96.8%	0.0%				
Total %	0.7%	4.9%	0.0%		5.6%	0.0%	42.3%	2.1%		44.4%	0.0%	4.9%	1.4%		6.3%	1.4%	42.3%	0.0%		43.7%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Freeway Only Lane on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-018 N. Mathilda Avenue-W. Moffett Park Drive.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. Moffett Park Drive Westbound					N. Mathilda Avenue Northbound					W. Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	1	0	0	1	0	8	0	1	8	0	0	0	0	0	0	7	0	0	7	16
08:15	0	0	0	0	0	0	3	1	2	4	0	1	0	0	1	0	4	0	0	4	9
08:30	0	1	0	0	1	0	7	1	2	8	0	3	0	0	3	0	2	0	0	2	14
08:45	0	1	0	2	1	0	8	0	4	8	0	1	0	0	1	0	6	0	0	6	16
Total Volume	0	3	0	2	3	0	26	2	9	28	0	5	0	0	5	0	19	0	0	19	55
% App Total	0.0%	100.0%	0.0%			0.0%	92.9%	7.1%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.750	.000		.750	.000	.813	.500		.875	.000	.417	.000		.417	.000	.679	.000		.679	.859

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. Moffett Park Drive Westbound					N. Mathilda Avenue Northbound					W. Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	4	0	1	4	0	0	1	0	1	0	2	0	0	2	7
17:15	1	1	0	0	2	0	1	0	1	1	0	0	0	0	0	0	6	0	0	6	9
17:30	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
17:45	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	5	0	0	5	6
Total Volume	1	2	0	1	3	0	10	0	3	10	0	0	1	0	1	0	16	0	0	16	30
% App Total	33.3%	66.7%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			
PHF	.250	.500	.000		.375	.000	.625	.000		.625	.000	.000	.250		.250	.000	.667	.000		.667	.833

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-019 N. Mathilda Avenue-SR 237 WB Ramps.ppd

Date : 6/4/2015

ATTACHMENT 8

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					SR 237 WB Off-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237/US 101 On-Ramp Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	0	34	13	0	47	143	69	71	0	283	28	293	0	0	321	0	0	0	0	0	651	0
07:15	0	46	21	0	67	117	41	54	0	212	34	368	0	1	403	0	0	0	0	0	682	1
07:30	0	36	15	0	51	153	23	57	0	233	33	385	0	0	418	0	0	0	0	0	702	0
07:45	0	51	27	0	78	157	20	53	0	230	29	475	0	0	504	0	0	0	0	0	812	0
Total	0	167	76	0	243	570	153	235	0	958	124	1521	0	1	1646	0	0	0	0	0	2847	1
08:00	0	70	12	0	82	149	15	57	0	221	30	487	0	1	518	0	0	0	0	0	821	1
08:15	0	58	17	0	75	126	13	64	0	203	44	519	0	0	563	0	0	0	0	0	841	0
08:30	0	76	24	0	100	141	15	75	0	231	31	614	0	0	645	0	0	0	0	0	976	0
08:45	0	70	17	0	87	150	4	75	0	229	22	613	0	3	638	0	0	0	0	0	954	3
Total	0	274	70	0	344	566	47	271	0	884	127	2233	0	4	2364	0	0	0	0	0	3592	4
16:00	0	368	77	0	445	145	5	17	0	167	28	88	0	1	117	0	0	0	0	0	729	1
16:15	0	354	71	0	425	150	4	5	0	159	35	123	0	1	159	0	0	0	0	0	743	1
16:30	0	434	77	0	511	158	2	11	0	171	27	98	0	1	126	0	0	0	0	0	808	1
16:45	0	439	91	0	530	201	2	15	0	218	31	97	0	0	128	0	0	0	0	0	876	0
Total	0	1595	316	0	1911	654	13	48	0	715	121	406	0	3	530	0	0	0	0	0	3156	3
17:00	0	536	86	0	622	172	4	14	0	190	29	95	0	0	124	0	0	0	0	0	936	0
17:15	0	508	108	0	616	159	3	5	0	167	26	113	0	1	140	0	0	0	0	0	923	1
17:30	0	466	84	0	550	162	3	7	0	172	24	91	0	1	116	0	0	0	0	0	838	1
17:45	0	424	82	0	506	176	4	13	0	193	20	109	0	0	129	0	0	0	0	0	828	0
Total	0	1934	360	0	2294	669	14	39	0	722	99	408	0	2	509	0	0	0	0	0	3525	2
Grand Total	0	3970	822	0	4792	2459	227	593	0	3279	471	4568	0	10	5049	0	0	0	0	0	13120	10
Apprch %	0.0%	82.8%	17.2%	0.0%		75.0%	6.9%	18.1%	0.0%		9.3%	90.5%	0.0%	0.2%		0.0%	0.0%	0.0%	0.0%			
Total %	0.0%	30.3%	6.3%	0.0%	36.5%	18.7%	1.7%	4.5%	0.0%	25.0%	3.6%	34.8%	0.0%	0.1%	38.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-019 N. Mathilda Avenue-SR 237 WB Ramps.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 WB Off-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237/US 101 On-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	70	12	0	82	149	15	57	0	221	30	487	0	1	518	0	0	0	0	0	821
08:15	0	58	17	0	75	126	13	64	0	203	44	519	0	0	563	0	0	0	0	0	841
08:30	0	76	24	0	100	141	15	75	0	231	31	614	0	0	645	0	0	0	0	0	976
08:45	0	70	17	0	87	150	4	75	0	229	22	613	0	3	638	0	0	0	0	0	954
Total Volume	0	274	70	0	344	566	47	271	0	884	127	2233	0	4	2364	0	0	0	0	0	3592
% App Total	0.0%	79.7%	20.3%	0.0%		64.0%	5.3%	30.7%	0.0%		5.4%	94.5%	0.0%	0.2%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.901	.729	.000	.860	.943	.783	.903	.000	.957	.722	.909	.000	.333	.916	.000	.000	.000	.000	.000	.920

PM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 WB Off-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237/US 101 On-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	439	91	0	530	201	2	15	0	218	31	97	0	0	128	0	0	0	0	0	876
17:00	0	536	86	0	622	172	4	14	0	190	29	95	0	0	124	0	0	0	0	0	936
17:15	0	508	108	0	616	159	3	5	0	167	26	113	0	1	140	0	0	0	0	0	923
17:30	0	466	84	0	550	162	3	7	0	172	24	91	0	1	116	0	0	0	0	0	838
Total Volume	0	1949	369	0	2318	694	12	41	0	747	110	396	0	2	508	0	0	0	0	0	3573
% App Total	0.0%	84.1%	15.9%	0.0%		92.9%	1.6%	5.5%	0.0%		21.7%	78.0%	0.0%	0.4%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.909	.854	.000	.932	.863	.750	.683	.000	.857	.887	.876	.000	.500	.907	.000	.000	.000	.000	.000	.954

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-019 N. Mathilda Avenue-SR 237 WB Ramps.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					SR 237 WB Off-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237/US 101 On-Ramp Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	1	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	2	3
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	0	5	0	0	2	0	0	2	0	0	0	0	0	3	5
08:00	0	1	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1
08:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
08:30	0	1	0	0	1	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	4	3
08:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	1	3
Total	0	2	0	0	2	1	0	0	8	1	0	5	0	0	5	0	0	0	0	0	8	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3
16:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	2	5
17:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	3	5
Grand Total	0	6	0	0	6	1	0	0	23	1	0	9	0	0	9	0	0	0	0	0	16	23
Apprch %	0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	37.5%	0.0%		37.5%	6.3%	0.0%	0.0%		6.3%	0.0%	56.3%	0.0%		56.3%	0.0%	0.0%	0.0%		0.0%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-019 N. Mathilda Avenue-SR 237 WB Ramps.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 WB Off-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237/US 101 On-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	1	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1
08:30	0	1	0	0	1	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	2	0	0	2	1	0	0	8	1	0	5	0	0	5	0	0	0	0	0	8
% App Total	0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%			0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.500	.000		.500	.250	.000	.000		.250	.000	.417	.000		.417	.000	.000	.000		.000	.500

PM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 WB Off-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237/US 101 On-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	2
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%			0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.250	.000		.250	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.500

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-020 N. Mathilda Avenue-SR 237 EB Ramps.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

START TIME	N. Mathilda Avenue Southbound					SR 237 EB On-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237 EB Off-Ramp Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	9	165	0	1	175	0	0	0	0	0	0	210	86	0	296	111	0	12	0	123	594	1
07:15	8	157	0	0	165	0	0	0	0	0	0	268	91	0	359	131	0	11	0	142	666	0
07:30	9	173	0	0	182	0	0	0	0	0	0	289	155	0	444	139	0	14	0	153	779	0
07:45	5	212	0	0	217	0	0	0	0	0	0	352	161	0	513	153	0	16	0	169	899	0
Total	31	707	0	1	739	0	0	0	0	0	0	1119	493	0	1612	534	0	53	0	587	2938	1
08:00	15	210	0	2	227	0	0	0	0	0	0	353	196	0	549	161	0	15	0	176	952	2
08:15	9	170	0	2	181	0	0	0	0	0	0	357	204	0	561	215	1	19	0	235	977	2
08:30	11	220	0	0	231	0	0	0	0	0	0	425	194	0	619	211	0	21	0	232	1082	0
08:45	16	205	0	1	222	0	0	0	0	0	0	413	184	0	597	222	0	23	0	245	1064	1
Total	51	805	0	5	861	0	0	0	0	0	0	1548	778	0	2326	809	1	78	0	888	4075	5
16:00	111	400	0	0	511	0	0	0	0	0	0	72	129	0	201	47	1	23	0	71	783	0
16:15	86	425	0	0	511	0	0	0	0	0	0	121	112	0	233	32	5	28	0	65	809	0
16:30	103	492	0	0	595	0	0	0	0	0	0	92	141	0	233	36	3	22	0	61	889	0
16:45	92	552	0	1	645	0	0	0	0	0	0	96	113	0	209	29	0	25	0	54	908	1
Total	392	1869	0	1	2262	0	0	0	0	0	0	381	495	0	876	144	9	98	0	251	3389	1
17:00	101	602	0	0	703	0	0	0	0	0	0	81	159	0	240	46	5	43	0	94	1037	0
17:15	71	598	0	0	669	0	0	0	0	0	0	99	164	0	263	40	3	48	0	91	1023	0
17:30	72	555	0	1	628	0	0	0	0	0	0	76	171	0	247	38	6	66	0	110	985	1
17:45	71	533	0	0	604	0	0	0	0	0	0	86	134	0	220	41	8	52	0	101	925	0
Total	315	2288	0	1	2604	0	0	0	0	0	0	342	628	0	970	165	22	209	0	396	3970	1
Grand Total	789	5669	0	8	6466	0	0	0	0	0	0	3390	2394	0	5784	1652	32	438	0	2122	14372	8
Apprch %	12.2%	87.7%	0.0%	0.1%		0.0%	0.0%	0.0%	0.0%		0.0%	58.6%	41.4%	0.0%		77.9%	1.5%	20.6%	0.0%			
Total %	5.5%	39.4%	0.0%	0.1%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.6%	16.7%	0.0%	40.2%	11.5%	0.2%	3.0%	0.0%	14.8%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-020 N. Mathilda Avenue-SR 237 EB Ramps.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 EB On-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237 EB Off-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	15	210	0	2	227	0	0	0	0	0	0	353	196	0	549	161	0	15	0	176	952
08:15	9	170	0	2	181	0	0	0	0	0	0	357	204	0	561	215	1	19	0	235	977
08:30	11	220	0	0	231	0	0	0	0	0	0	425	194	0	619	211	0	21	0	232	1082
08:45	16	205	0	1	222	0	0	0	0	0	0	413	184	0	597	222	0	23	0	245	1064
Total Volume	51	805	0	5	861	0	0	0	0	0	0	1548	778	0	2326	809	1	78	0	888	4075
% App Total	5.9%	93.5%	0.0%	0.6%		0.0%	0.0%	0.0%	0.0%		0.0%	66.6%	33.4%	0.0%		91.1%	0.1%	8.8%	0.0%		
PHF	.797	.915	.000	.625	.932	.000	.000	.000	.000	.000	.000	.911	.953	.000	.939	.911	.250	.848	.000	.906	.942

PM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 EB On-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237 EB Off-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	101	602	0	0	703	0	0	0	0	0	0	81	159	0	240	46	5	43	0	94	1037
17:15	71	598	0	0	669	0	0	0	0	0	0	99	164	0	263	40	3	48	0	91	1023
17:30	72	555	0	1	628	0	0	0	0	0	0	76	171	0	247	38	6	66	0	110	985
17:45	71	533	0	0	604	0	0	0	0	0	0	86	134	0	220	41	8	52	0	101	925
Total Volume	315	2288	0	1	2604	0	0	0	0	0	0	342	628	0	970	165	22	209	0	396	3970
% App Total	12.1%	87.9%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	35.3%	64.7%	0.0%		41.7%	5.6%	52.8%	0.0%		
PHF	.780	.950	.000	.250	.926	.000	.000	.000	.000	.000	.000	.864	.918	.000	.922	.897	.688	.792	.000	.900	.957

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-020 N. Mathilda Avenue-SR 237 EB Ramps.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					SR 237 EB On-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237 EB Off-Ramp Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	3	2
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	3	2
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
08:45	0	1	0	0	1	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	3	3
Total	0	2	0	0	2	0	0	0	6	0	0	5	0	0	5	0	0	0	0	0	7	6
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	1	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4
16:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	1	2
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	3	0	0	3	0	0	0	6	0	0	1	0	0	1	0	0	0	0	0	4	6
17:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	3	0	0	3	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	4	2
Grand Total	0	9	0	0	9	0	0	0	16	0	0	9	0	0	9	0	0	0	0	0	18	16
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	50.0%	0.0%		50.0%	0.0%	0.0%	0.0%		0.0%	0.0%	50.0%	0.0%		50.0%	0.0%	0.0%	0.0%		0.0%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-020 N. Mathilda Avenue-SR 237 EB Ramps.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 EB On-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237 EB Off-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45	0	1	0	0	1	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	2	0	0	2	0	0	0	6	0	0	5	0	0	5	0	0	0	0	0	7
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%			0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.500	.000		.500	.000	.000	.000		.000	.000	.625	.000		.625	.000	.000	.000		.000	.583

PM PEAK HOUR	N. Mathilda Avenue Southbound					SR 237 EB On-Ramp Westbound					N. Mathilda Avenue Northbound					SR 237 EB Off-Ramp Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	4
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%			0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.375	.000		.375	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.500

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-021 N. Mathilda Avenue-Ross Drive.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					Ross Drive Westbound					N. Mathilda Avenue Northbound					Ross Drive Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	10	156	8	1	175	40	2	36	0	78	10	262	9	2	283	5	1	4	0	10	546	3
07:15	5	149	15	0	169	39	1	44	0	84	5	318	16	4	343	5	1	3	0	9	605	4
07:30	6	159	14	1	180	41	4	45	0	90	30	400	18	1	449	6	0	13	0	19	738	2
07:45	4	215	21	0	240	63	14	46	0	123	25	458	20	1	504	10	0	17	0	27	894	1
Total	25	679	58	2	764	183	21	171	0	375	70	1438	63	8	1579	26	2	37	0	65	2783	10
08:00	14	204	9	0	227	36	6	42	0	84	22	489	23	3	537	14	0	6	0	20	868	3
08:15	6	173	16	0	195	44	7	50	0	101	18	505	22	1	546	5	1	7	0	13	855	1
08:30	10	204	25	1	240	39	6	47	0	92	15	566	15	1	597	10	2	5	0	17	946	2
08:45	10	186	22	1	219	52	5	50	0	107	25	534	13	1	573	8	0	11	0	19	918	2
Total	40	767	72	2	881	171	24	189	0	384	80	2094	73	6	2253	37	3	29	0	69	3587	8
16:00	25	388	7	4	424	31	0	17	0	48	6	164	35	1	206	25	0	13	0	38	716	5
16:15	25	418	4	2	449	25	0	19	1	45	8	195	33	10	246	17	3	14	0	34	774	13
16:30	26	475	10	3	514	34	1	18	0	53	6	185	41	4	236	22	1	12	0	35	838	7
16:45	32	527	7	5	571	33	2	16	0	51	4	180	58	2	244	18	3	25	0	46	912	7
Total	108	1808	28	14	1958	123	3	70	1	197	24	724	167	17	932	82	7	64	0	153	3240	32
17:00	37	581	18	8	644	37	0	25	0	62	4	192	60	6	262	18	8	28	0	54	1022	14
17:15	41	596	9	3	649	27	1	18	0	46	7	227	58	6	298	18	3	18	0	39	1032	9
17:30	44	561	21	3	629	32	0	14	0	46	9	219	57	2	287	15	13	23	0	51	1013	5
17:45	53	525	21	1	600	33	2	12	0	47	7	200	79	1	287	10	12	13	0	35	969	2
Total	175	2263	69	15	2522	129	3	69	0	201	27	838	254	15	1134	61	36	82	0	179	4036	30
Grand Total	348	5517	227	33	6125	606	51	499	1	1157	201	5094	557	46	5898	206	48	212	0	466	13646	80
Apprch %	5.7%	90.1%	3.7%	0.5%		52.4%	4.4%	43.1%	0.1%		3.4%	86.4%	9.4%	0.8%		44.2%	10.3%	45.5%	0.0%			
Total %	2.6%	40.4%	1.7%	0.2%	44.9%	4.4%	0.4%	3.7%	0.0%	8.5%	1.5%	37.3%	4.1%	0.3%	43.2%	1.5%	0.4%	1.6%	0.0%	3.4%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-021 N. Mathilda Avenue-Ross Drive.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					Ross Drive Westbound					N. Mathilda Avenue Northbound					Ross Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	14	204	9	0	227	36	6	42	0	84	22	489	23	3	537	14	0	6	0	20	868
08:15	6	173	16	0	195	44	7	50	0	101	18	505	22	1	546	5	1	7	0	13	855
08:30	10	204	25	1	240	39	6	47	0	92	15	566	15	1	597	10	2	5	0	17	946
08:45	10	186	22	1	219	52	5	50	0	107	25	534	13	1	573	8	0	11	0	19	918
Total Volume	40	767	72	2	881	171	24	189	0	384	80	2094	73	6	2253	37	3	29	0	69	3587
% App Total	4.5%	87.1%	8.2%	0.2%		44.5%	6.3%	49.2%	0.0%		3.6%	92.9%	3.2%	0.3%		53.6%	4.3%	42.0%	0.0%		
PHF	.714	.940	.720	.500	.918	.822	.857	.945	.000	.897	.800	.925	.793	.500	.943	.661	.375	.659	.000	.863	.948

PM PEAK HOUR	N. Mathilda Avenue Southbound					Ross Drive Westbound					N. Mathilda Avenue Northbound					Ross Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	37	581	18	8	644	37	0	25	0	62	4	192	60	6	262	18	8	28	0	54	1022
17:15	41	596	9	3	649	27	1	18	0	46	7	227	58	6	298	18	3	18	0	39	1032
17:30	44	561	21	3	629	32	0	14	0	46	9	219	57	2	287	15	13	23	0	51	1013
17:45	53	525	21	1	600	33	2	12	0	47	7	200	79	1	287	10	12	13	0	35	969
Total Volume	175	2263	69	15	2522	129	3	69	0	201	27	838	254	15	1134	61	36	82	0	179	4036
% App Total	6.9%	89.7%	2.7%	0.6%		64.2%	1.5%	34.3%	0.0%		2.4%	73.9%	22.4%	1.3%		34.1%	20.1%	45.8%	0.0%		
PHF	.825	.949	.821	.469	.971	.872	.375	.690	.000	.810	.750	.923	.804	.625	.951	.847	.692	.732	.000	.829	.978

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-021 N. Mathilda Avenue-Ross Drive.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					Ross Drive Westbound					N. Mathilda Avenue Northbound					Ross Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
07:15	0	1	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	2	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	1	2
Total	0	1	0	0	1	0	0	0	2	0	0	2	0	11	2	0	0	0	0	0	3	13
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
08:15	0	1	0	0	1	1	0	2	4	3	0	1	0	2	1	0	0	0	0	0	5	6
08:30	0	0	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	0	0	0	2	1
08:45	0	0	0	0	0	0	0	0	4	0	0	1	0	6	1	0	0	0	0	0	1	10
Total	0	1	0	0	1	1	1	2	8	4	0	3	0	14	3	0	0	0	0	0	8	22
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
16:15	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	2	0	0	1	0	6	1	0	0	0	0	0	3	8
17:00	0	0	0	0	0	0	0	0	2	0	0	1	0	5	1	0	0	0	0	0	1	7
17:15	0	1	0	0	1	0	0	0	2	0	0	0	1	4	1	0	0	0	0	0	2	6
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	1	0	0	1	2	4
17:45	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	0	3	0	0	3	0	0	0	5	0	0	1	1	14	2	0	1	0	0	1	6	19
Grand Total	0	7	0	0	7	1	1	2	17	4	0	7	1	45	8	0	1	0	0	1	20	62
Apprch %	0.0%	100.0%	0.0%			25.0%	25.0%	50.0%			0.0%	87.5%	12.5%			0.0%	100.0%	0.0%				
Total %	0.0%	35.0%	0.0%		35.0%	5.0%	5.0%	10.0%		20.0%	0.0%	35.0%	5.0%	40.0%		0.0%	5.0%	0.0%		5.0%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-021 N. Mathilda Avenue-Ross Drive.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					Ross Drive Westbound					N. Mathilda Avenue Northbound					Ross Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
08:15	0	1	0	0	1	1	0	2	4	3	0	1	0	2	1	0	0	0	0	0	5
08:30	0	0	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	4	0	0	1	0	6	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	1	1	2	8	4	0	3	0	14	3	0	0	0	0	0	8
% App Total	0.0%	100.0%	0.0%			25.0%	25.0%	50.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.250	.000		.250	.250	.250	.250		.333	.000	.750	.000		.750	.000	.000	.000		.000	.400

PM PEAK HOUR	N. Mathilda Avenue Southbound					Ross Drive Westbound					N. Mathilda Avenue Northbound					Ross Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	2	0	0	1	0	5	1	0	0	0	0	0	1
17:15	0	1	0	0	1	0	0	0	2	0	0	0	1	4	1	0	0	0	0	0	2
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	1	0	0	1	2
17:45	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	5	0	0	1	1	14	2	0	1	0	0	1	6
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	50.0%	50.0%			0.0%	100.0%	0.0%			
PHF	.000	.750	.000		.750	.000	.000	.000		.000	.000	.250	.250		.500	.000	.250	.000		.250	.750

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-022 N. Mathilda Avenue-Almanor Avenue-W. Ahw:

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					W. Ahwanee Avenue Westbound					N. Mathilda Avenue Northbound					Almanor Avenue Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	15	297	54	1	367	14	2	42	0	58	7	247	8	6	268	8	4	2	0	14	707	7
07:15	21	339	59	7	426	7	2	43	0	52	8	365	6	3	382	5	1	3	0	9	869	10
07:30	22	324	55	6	407	12	10	67	0	89	4	434	16	7	461	16	1	1	0	18	975	13
07:45	17	368	87	2	474	24	2	70	0	96	7	512	10	2	531	22	4	0	1	27	1128	5
Total	75	1328	255	16	1674	57	16	222	0	295	26	1558	40	18	1642	51	10	6	1	68	3679	35
08:00	21	392	72	6	491	8	10	58	0	76	14	636	12	4	666	13	0	2	0	15	1248	10
08:15	11	346	53	7	417	15	7	43	0	65	10	631	8	8	657	15	1	1	0	17	1156	15
08:30	16	336	96	10	458	18	8	37	0	63	12	675	6	1	694	21	0	3	0	24	1239	11
08:45	18	386	93	15	512	18	14	38	0	70	15	678	9	4	706	14	1	3	0	18	1306	19
Total	66	1460	314	38	1878	59	39	176	0	274	51	2620	35	17	2723	63	2	9	0	74	4949	55
16:00	23	447	20	6	496	9	0	18	0	27	5	259	9	6	279	75	7	8	0	90	892	12
16:15	22	511	19	8	560	5	1	20	0	26	4	254	9	11	278	58	1	14	0	73	937	19
16:30	28	547	18	7	600	12	2	19	0	33	2	296	21	4	323	64	8	10	0	82	1038	11
16:45	27	592	20	2	641	14	0	16	0	30	1	312	11	9	333	47	7	15	0	69	1073	11
Total	100	2097	77	23	2297	40	3	73	0	116	12	1121	50	30	1213	244	23	47	0	314	3940	53
17:00	28	737	26	8	799	12	1	27	0	40	1	361	11	5	378	77	10	13	0	100	1317	13
17:15	39	708	26	11	784	6	5	21	0	32	3	319	21	8	351	68	12	14	0	94	1261	19
17:30	23	707	29	8	767	10	3	24	0	37	4	311	20	3	338	93	14	18	0	125	1267	11
17:45	24	727	32	11	794	13	0	22	0	35	3	311	20	11	345	55	18	10	0	83	1257	22
Total	114	2879	113	38	3144	41	9	94	0	144	11	1302	72	27	1412	293	54	55	0	402	5102	65
Grand Total	355	7764	759	115	8993	197	67	565	0	829	100	6601	197	92	6990	651	89	117	1	858	17670	208
Apprch %	3.9%	86.3%	8.4%	1.3%		23.8%	8.1%	68.2%	0.0%		1.4%	94.4%	2.8%	1.3%		75.9%	10.4%	13.6%	0.1%			
Total %	2.0%	43.9%	4.3%	0.7%	50.9%	1.1%	0.4%	3.2%	0.0%	4.7%	0.6%	37.4%	1.1%	0.5%	39.6%	3.7%	0.5%	0.7%	0.0%	4.9%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-022 N. Mathilda Avenue-Almanor Avenue-W. Ahw:

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. Ahwanee Avenue Westbound					N. Mathilda Avenue Northbound					Almanor Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	21	392	72	6	491	8	10	58	0	76	14	636	12	4	666	13	0	2	0	15	1248
08:15	11	346	53	7	417	15	7	43	0	65	10	631	8	8	657	15	1	1	0	17	1156
08:30	16	336	96	10	458	18	8	37	0	63	12	675	6	1	694	21	0	3	0	24	1239
08:45	18	386	93	15	512	18	14	38	0	70	15	678	9	4	706	14	1	3	0	18	1306
Total Volume	66	1460	314	38	1878	59	39	176	0	274	51	2620	35	17	2723	63	2	9	0	74	4949
% App Total	3.5%	77.7%	16.7%	2.0%		21.5%	14.2%	64.2%	0.0%		1.9%	96.2%	1.3%	0.6%		85.1%	2.7%	12.2%	0.0%		
PHF	.786	.931	.818	.633	.917	.819	.696	.759	.000	.901	.850	.966	.729	.531	.964	.750	.500	.750	.000	.771	.947

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. Ahwanee Avenue Westbound					N. Mathilda Avenue Northbound					Almanor Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	28	737	26	8	799	12	1	27	0	40	1	361	11	5	378	77	10	13	0	100	1317
17:15	39	708	26	11	784	6	5	21	0	32	3	319	21	8	351	68	12	14	0	94	1261
17:30	23	707	29	8	767	10	3	24	0	37	4	311	20	3	338	93	14	18	0	125	1267
17:45	24	727	32	11	794	13	0	22	0	35	3	311	20	11	345	55	18	10	0	83	1257
Total Volume	114	2879	113	38	3144	41	9	94	0	144	11	1302	72	27	1412	293	54	55	0	402	5102
% App Total	3.6%	91.6%	3.6%	1.2%		28.5%	6.3%	65.3%	0.0%		0.8%	92.2%	5.1%	1.9%		72.9%	13.4%	13.7%	0.0%		
PHF	.731	.977	.883	.864	.984	.788	.450	.870	.000	.900	.688	.902	.857	.614	.934	.788	.750	.764	.000	.804	.968

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-022 N. Mathilda Avenue-Almanor Avenue-W. Ahw:

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					W. Ahwanee Avenue Westbound					N. Mathilda Avenue Northbound					Almanor Avenue Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	3	0	0	3	0	0	0	3	0	0	0	0	0	0	3	3
07:45	0	0	0	0	0	0	4	0	1	4	0	0	0	2	0	0	1	0	0	1	5	3
Total	0	0	0	0	0	0	7	0	1	7	0	0	0	9	0	0	1	0	0	1	8	10
08:00	0	0	0	0	0	0	1	0	2	1	0	0	0	6	0	0	1	0	0	1	2	8
08:15	0	1	0	0	1	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	1	8
08:30	0	0	0	0	0	0	0	0	1	0	0	1	1	6	2	0	0	0	0	0	2	7
08:45	0	1	0	0	1	0	1	1	0	2	0	0	0	5	0	0	0	0	0	0	3	5
Total	0	2	0	0	2	0	2	1	5	3	0	1	1	23	2	0	1	0	0	1	8	28
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
16:30	0	1	0	0	1	0	1	0	1	1	0	0	0	3	0	0	1	0	0	1	3	4
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	6	0	0	2	0	0	2	3	6
Total	0	2	0	0	2	0	2	0	1	2	0	0	0	16	0	0	3	0	0	3	7	17
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
17:15	0	1	0	0	1	0	0	0	0	0	0	1	0	3	1	0	4	0	0	4	6	3
17:30	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	4	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	6	1	1	6	0	0	7	11	6
Grand Total	0	7	0	0	7	0	11	1	7	12	0	2	1	54	3	1	11	0	0	12	34	61
Apprch %	0.0%	100.0%	0.0%			0.0%	91.7%	8.3%			0.0%	66.7%	33.3%			8.3%	91.7%	0.0%				
Total %	0.0%	20.6%	0.0%		20.6%	0.0%	32.4%	2.9%		35.3%	0.0%	5.9%	2.9%		8.8%	2.9%	32.4%	0.0%		35.3%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-022 N. Mathilda Avenue-Almanor Avenue-W. Ahw:

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. Ahwanee Avenue Westbound					N. Mathilda Avenue Northbound					Almanor Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	1	0	2	1	0	0	0	6	0	0	1	0	0	1	2
08:15	0	1	0	0	1	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	1	0	0	1	1	6	2	0	0	0	0	0	2
08:45	0	1	0	0	1	0	1	1	0	2	0	0	0	5	0	0	0	0	0	0	3
Total Volume	0	2	0	0	2	0	2	1	5	3	0	1	1	23	2	0	1	0	0	1	8
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	66.7%	33.3%	0.0%		0.0%	50.0%	50.0%			0.0%	100.0%	0.0%			
PHF	.000	.500	.000		.500	.000	.500	.250		.375	.000	.250	.250		.250	.000	.250	.000		.250	.667

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. Ahwanee Avenue Westbound					N. Mathilda Avenue Northbound					Almanor Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	1	0	0	1	0	0	0	0	0	0	1	0	3	1	0	4	0	0	4	6
17:30	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	0	1	0	6	1	1	6	0	0	7	11
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%			14.3%	85.7%	0.0%			
PHF	.000	.375	.000		.375	.000	.000	.000		.000	.000	.250	.000		.250	.250	.375	.000		.438	.458

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-023 N. Mathilda Avenue-San Aleso Avenue.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					San Aleso Avenue Westbound					N. Mathilda Avenue Northbound					San Aleso Avenue Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	6	296	2	5	309	5	0	4	0	9	2	260	12	2	276	2	0	1	0	3	597	7
07:15	2	329	8	11	350	10	0	3	0	13	1	350	12	3	366	2	0	2	0	4	733	14
07:30	6	296	10	10	322	7	0	4	0	11	2	450	18	4	474	0	0	2	0	2	809	14
07:45	5	378	7	11	401	7	0	6	0	13	4	496	23	6	529	0	0	2	0	2	945	17
Total	19	1299	27	37	1382	29	0	17	0	46	9	1556	65	15	1645	4	0	7	0	11	3084	52
08:00	11	385	7	5	408	5	0	4	0	9	4	643	12	3	662	0	1	2	0	3	1082	8
08:15	2	326	11	13	352	6	0	6	0	12	2	655	15	7	679	0	0	2	0	2	1045	20
08:30	7	347	10	5	369	9	1	7	0	17	5	666	17	3	691	2	1	1	0	4	1081	8
08:45	12	359	7	11	389	12	0	6	0	18	4	672	10	6	692	1	0	0	0	1	1100	17
Total	32	1417	35	34	1518	32	1	23	0	56	15	2636	54	19	2724	3	2	5	0	10	4308	53
16:00	4	452	4	9	469	20	0	10	0	30	0	263	16	1	280	5	0	6	0	11	790	10
16:15	5	510	3	16	534	14	0	11	0	25	0	241	11	2	254	12	0	5	0	17	830	18
16:30	5	544	1	11	561	29	0	8	0	37	0	296	19	4	319	2	2	7	0	11	928	15
16:45	5	626	1	7	639	18	0	12	0	30	0	301	16	3	320	10	0	12	0	22	1011	10
Total	19	2132	9	43	2203	81	0	41	0	122	0	1101	62	10	1173	29	2	30	0	61	3559	53
17:00	7	726	3	9	745	18	0	11	0	29	2	344	12	4	362	9	0	10	0	19	1155	13
17:15	9	685	2	18	714	27	0	16	0	43	1	314	24	2	341	11	1	7	0	19	1117	20
17:30	7	692	6	15	720	18	0	13	0	31	0	300	15	2	317	12	3	2	0	17	1085	17
17:45	12	729	3	7	751	10	1	11	0	22	1	325	24	2	352	9	0	3	0	12	1137	9
Total	35	2832	14	49	2930	73	1	51	0	125	4	1283	75	10	1372	41	4	22	0	67	4494	59
Grand Total	105	7680	85	163	8033	215	2	132	0	349	28	6576	256	54	6914	77	8	64	0	149	15445	217
Apprch %	1.3%	95.6%	1.1%	2.0%		61.6%	0.6%	37.8%	0.0%		0.4%	95.1%	3.7%	0.8%		51.7%	5.4%	43.0%	0.0%			
Total %	0.7%	49.7%	0.6%	1.1%	52.0%	1.4%	0.0%	0.9%	0.0%	2.3%	0.2%	42.6%	1.7%	0.3%	44.8%	0.5%	0.1%	0.4%	0.0%	1.0%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-023 N. Mathilda Avenue-San Aleso Avenue.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					San Aleso Avenue Westbound					N. Mathilda Avenue Northbound					San Aleso Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	11	385	7	5	408	5	0	4	0	9	4	643	12	3	662	0	1	2	0	3	1082
08:15	2	326	11	13	352	6	0	6	0	12	2	655	15	7	679	0	0	2	0	2	1045
08:30	7	347	10	5	369	9	1	7	0	17	5	666	17	3	691	2	1	1	0	4	1081
08:45	12	359	7	11	389	12	0	6	0	18	4	672	10	6	692	1	0	0	0	1	1100
Total Volume	32	1417	35	34	1518	32	1	23	0	56	15	2636	54	19	2724	3	2	5	0	10	4308
% App Total	2.1%	93.3%	2.3%	2.2%		57.1%	1.8%	41.1%	0.0%		0.6%	96.8%	2.0%	0.7%		30.0%	20.0%	50.0%	0.0%		
PHF	.667	.920	.795	.654	.930	.667	.250	.821	.000	.778	.750	.981	.794	.679	.984	.375	.500	.625	.000	.625	.979

PM PEAK HOUR	N. Mathilda Avenue Southbound					San Aleso Avenue Westbound					N. Mathilda Avenue Northbound					San Aleso Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	7	726	3	9	745	18	0	11	0	29	2	344	12	4	362	9	0	10	0	19	1155
17:15	9	685	2	18	714	27	0	16	0	43	1	314	24	2	341	11	1	7	0	19	1117
17:30	7	692	6	15	720	18	0	13	0	31	0	300	15	2	317	12	3	2	0	17	1085
17:45	12	729	3	7	751	10	1	11	0	22	1	325	24	2	352	9	0	3	0	12	1137
Total Volume	35	2832	14	49	2930	73	1	51	0	125	4	1283	75	10	1372	41	4	22	0	67	4494
% App Total	1.2%	96.7%	0.5%	1.7%		58.4%	0.8%	40.8%	0.0%		0.3%	93.5%	5.5%	0.7%		61.2%	6.0%	32.8%	0.0%		
PHF	.729	.971	.583	.681	.975	.676	.250	.797	.000	.727	.500	.932	.781	.625	.948	.854	.333	.550	.000	.882	.973

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-023 N. Mathilda Avenue-San Aleso Avenue.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					San Aleso Avenue Westbound					N. Mathilda Avenue Northbound					San Aleso Avenue Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
07:15	0	0	0	0	0	1	0	0	4	1	0	1	1	2	2	0	0	0	0	0	3	6
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	2	0	0	2	2	0	3	0	1	3	0	0	0	1	0	5	4
Total	0	0	0	0	0	3	0	0	7	3	0	5	1	3	6	0	0	0	1	0	9	11
08:00	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	9
08:15	0	1	0	3	1	0	1	0	7	1	0	2	0	0	2	0	0	0	5	0	4	15
08:30	0	0	0	0	0	0	0	1	1	1	0	1	2	1	3	0	0	1	1	1	5	3
08:45	0	1	0	2	1	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	1	8
Total	0	2	0	9	2	0	1	1	13	2	0	3	2	2	5	0	0	1	11	1	10	35
16:00	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	9
16:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	4	1	2	5
16:30	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	3
16:45	0	0	0	0	0	0	0	0	2	0	0	0	1	1	1	0	0	0	1	0	1	4
Total	0	1	0	3	1	0	0	0	6	0	1	0	1	1	2	0	1	0	11	1	4	21
17:00	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	5
17:15	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	5	1	2	7
17:30	0	2	0	0	2	0	0	0	0	0	0	2	0	1	2	0	0	1	0	1	5	1
17:45	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	8
Total	0	3	0	7	3	0	0	0	6	0	0	2	0	1	2	0	2	1	7	3	8	21
Grand Total	0	6	0	19	6	3	1	1	32	5	1	10	4	7	15	0	3	2	30	5	31	88
Apprch %	0.0%	100.0%	0.0%			60.0%	20.0%	20.0%			6.7%	66.7%	26.7%			0.0%	60.0%	40.0%				
Total %	0.0%	19.4%	0.0%		19.4%	9.7%	3.2%	3.2%		16.1%	3.2%	32.3%	12.9%		48.4%	0.0%	9.7%	6.5%		16.1%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-023 N. Mathilda Avenue-San Aleso Avenue.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					San Aleso Avenue Westbound					N. Mathilda Avenue Northbound					San Aleso Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0
08:15	0	1	0	3	1	0	1	0	7	1	0	2	0	0	2	0	0	0	5	0	4
08:30	0	0	0	0	0	0	0	1	1	1	0	1	2	1	3	0	0	1	1	1	5
08:45	0	1	0	2	1	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	1
Total Volume	0	2	0	9	2	0	1	1	13	2	0	3	2	2	5	0	0	1	11	1	10
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	50.0%	50.0%	0.0%		0.0%	60.0%	40.0%	0.0%		0.0%	0.0%	100.0%	0.0%		
PHF	.000	.500	.000		.500	.000	.250	.250		.500	.000	.375	.250		.417	.000	.000	.250		.250	.500

PM PEAK HOUR	N. Mathilda Avenue Southbound					San Aleso Avenue Westbound					N. Mathilda Avenue Northbound					San Aleso Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
17:15	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	5	1	2
17:30	0	2	0	0	2	0	0	0	0	0	0	2	0	1	2	0	0	1	0	1	5
17:45	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	3	0	7	3	0	0	0	6	0	0	2	0	1	2	0	2	1	7	3	8
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	66.7%	33.3%	0.0%		
PHF	.000	.375	.000		.375	.000	.000	.000		.000	.000	.250	.000		.250	.000	.500	.250		.750	.400

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-024 N. Mathilda Avenue-W. Maude Avenue.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					W. Maude Avenue Westbound					N. Mathilda Avenue Northbound					W. Maude Avenue Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	34	185	65	3	287	29	38	47	0	114	24	217	12	5	258	7	14	4	0	25	684	8
07:15	37	188	72	5	302	41	64	68	0	173	52	311	13	4	380	10	17	9	0	36	891	9
07:30	45	187	81	4	317	33	94	69	1	197	63	434	12	7	516	18	15	3	0	36	1066	12
07:45	27	247	89	3	366	43	99	76	0	218	86	424	17	1	528	29	11	15	0	55	1167	4
Total	143	807	307	15	1272	146	295	260	1	702	225	1386	54	17	1682	64	57	31	0	152	3808	33
08:00	28	250	85	2	365	32	90	83	0	205	79	556	27	6	668	30	27	13	0	70	1308	8
08:15	42	228	84	2	356	34	92	67	0	193	101	618	16	3	738	19	24	24	0	67	1354	5
08:30	27	175	131	4	337	40	101	63	0	204	104	571	20	6	701	24	29	15	0	68	1310	10
08:45	23	222	98	2	345	36	82	69	0	187	139	604	14	2	759	22	19	9	0	50	1341	4
Total	120	875	398	10	1403	142	365	282	0	789	423	2349	77	17	2866	95	99	61	0	255	5313	27
16:00	52	433	15	5	505	24	33	29	0	86	23	194	21	14	252	49	49	81	0	179	1022	19
16:15	51	470	30	1	552	32	14	28	0	74	23	187	15	7	232	46	47	60	0	153	1011	8
16:30	77	493	42	3	615	24	25	40	0	89	19	230	20	13	282	66	59	104	1	230	1216	17
16:45	71	506	30	2	609	32	22	38	0	92	17	179	28	5	229	61	88	111	0	260	1190	7
Total	251	1902	117	11	2281	112	94	135	0	341	82	790	84	39	995	222	243	356	1	822	4439	51
17:00	86	707	48	3	844	33	25	38	0	96	12	236	42	7	297	90	94	119	0	303	1540	10
17:15	82	564	55	3	704	21	31	37	0	89	16	225	40	8	289	98	122	155	4	379	1461	15
17:30	61	529	72	4	666	41	34	35	0	110	14	175	38	10	237	78	121	115	0	314	1327	14
17:45	100	637	85	2	824	27	23	34	0	84	12	253	35	10	310	83	104	108	0	295	1513	12
Total	329	2437	260	12	3038	122	113	144	0	379	54	889	155	35	1133	349	441	497	4	1291	5841	51
Grand Total	843	6021	1082	48	7994	522	867	821	1	2211	784	5414	370	108	6676	730	840	945	5	2520	19401	162
Apprch %	10.5%	75.3%	13.5%	0.6%		23.6%	39.2%	37.1%	0.0%		11.7%	81.1%	5.5%	1.6%		29.0%	33.3%	37.5%	0.2%			
Total %	4.3%	31.0%	5.6%	0.2%	41.2%	2.7%	4.5%	4.2%	0.0%	11.4%	4.0%	27.9%	1.9%	0.6%	34.4%	3.8%	4.3%	4.9%	0.0%	13.0%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-024 N. Mathilda Avenue-W. Maude Avenue.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. Maude Avenue Westbound					N. Mathilda Avenue Northbound					W. Maude Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	28	250	85	2	365	32	90	83	0	205	79	556	27	6	668	30	27	13	0	70	1308
08:15	42	228	84	2	356	34	92	67	0	193	101	618	16	3	738	19	24	24	0	67	1354
08:30	27	175	131	4	337	40	101	63	0	204	104	571	20	6	701	24	29	15	0	68	1310
08:45	23	222	98	2	345	36	82	69	0	187	139	604	14	2	759	22	19	9	0	50	1341
Total Volume	120	875	398	10	1403	142	365	282	0	789	423	2349	77	17	2866	95	99	61	0	255	5313
% App Total	8.6%	62.4%	28.4%	0.7%		18.0%	46.3%	35.7%	0.0%		14.8%	82.0%	2.7%	0.6%		37.3%	38.8%	23.9%	0.0%		
PHF	.714	.875	.760	.625	.961	.888	.903	.849	.000	.962	.761	.950	.713	.708	.944	.792	.853	.635	.000	.911	.981

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. Maude Avenue Westbound					N. Mathilda Avenue Northbound					W. Maude Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	86	707	48	3	844	33	25	38	0	96	12	236	42	7	297	90	94	119	0	303	1540
17:15	82	564	55	3	704	21	31	37	0	89	16	225	40	8	289	98	122	155	4	379	1461
17:30	61	529	72	4	666	41	34	35	0	110	14	175	38	10	237	78	121	115	0	314	1327
17:45	100	637	85	2	824	27	23	34	0	84	12	253	35	10	310	83	104	108	0	295	1513
Total Volume	329	2437	260	12	3038	122	113	144	0	379	54	889	155	35	1133	349	441	497	4	1291	5841
% App Total	10.8%	80.2%	8.6%	0.4%		32.2%	29.8%	38.0%	0.0%		4.8%	78.5%	13.7%	3.1%		27.0%	34.2%	38.5%	0.3%		
PHF	.823	.862	.765	.750	.900	.744	.831	.947	.000	.861	.844	.878	.923	.875	.914	.890	.904	.802	.250	.852	.948

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-024 N. Mathilda Avenue-W. Maude Avenue.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					W. Maude Avenue Westbound					N. Mathilda Avenue Northbound					W. Maude Avenue Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	1	2	3	3	0	1	0	2	1	0	0	0	0	0	4	5
07:15	0	0	0	2	0	0	6	0	3	6	0	1	0	3	1	0	1	0	1	1	8	9
07:30	0	1	0	6	1	0	5	0	4	5	1	1	0	1	2	0	1	0	2	1	9	13
07:45	0	0	0	3	0	0	6	0	10	6	0	3	0	0	3	0	1	0	1	1	10	14
Total	0	1	0	11	1	0	18	2	20	20	1	6	0	6	7	0	3	0	4	3	31	41
08:00	0	0	0	1	0	0	5	0	6	5	1	0	0	2	1	0	0	0	1	0	6	10
08:15	0	1	0	2	1	0	6	0	4	6	1	1	0	3	2	0	0	0	1	0	9	10
08:30	0	0	0	4	0	0	8	0	0	8	0	1	0	3	1	0	4	0	1	4	13	8
08:45	0	0	0	2	0	0	8	0	4	8	3	1	0	3	4	0	1	0	0	1	13	9
Total	0	1	0	9	1	0	27	0	14	27	5	3	0	11	8	0	5	0	3	5	41	37
16:00	0	0	0	3	0	0	2	0	4	2	0	0	0	7	0	0	2	0	2	2	4	16
16:15	0	1	0	2	1	0	0	0	1	0	0	0	1	2	1	0	5	0	1	5	7	6
16:30	0	1	0	1	1	0	0	0	4	0	0	0	0	5	0	0	2	0	2	2	3	12
16:45	0	0	0	2	0	0	0	0	4	0	0	0	0	5	0	0	2	0	1	2	2	12
Total	0	2	0	8	2	0	2	0	13	2	0	0	1	19	1	0	11	0	6	11	16	46
17:00	0	0	0	4	0	0	0	0	6	0	0	1	0	6	1	0	9	1	4	10	11	20
17:15	0	1	0	2	1	0	0	1	8	1	0	2	0	11	2	0	13	0	3	13	17	24
17:30	0	2	0	4	2	0	1	0	8	1	0	1	1	10	2	0	16	1	6	17	22	28
17:45	0	1	0	2	1	0	1	0	7	1	0	4	0	3	4	0	7	0	0	7	13	12
Total	0	4	0	12	4	0	2	1	29	3	0	8	1	30	9	0	45	2	13	47	63	84
Grand Total	0	8	0	40	8	0	49	3	76	52	6	17	2	66	25	0	64	2	26	66	151	208
Apprch %	0.0%	100.0%	0.0%			0.0%	94.2%	5.8%			24.0%	68.0%	8.0%			0.0%	97.0%	3.0%				
Total %	0.0%	5.3%	0.0%		5.3%	0.0%	32.5%	2.0%		34.4%	4.0%	11.3%	1.3%		16.6%	0.0%	42.4%	1.3%		43.7%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-024 N. Mathilda Avenue-W. Maude Avenue.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. Maude Avenue Westbound					N. Mathilda Avenue Northbound					W. Maude Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	1	0	0	5	0	6	5	1	0	0	2	1	0	0	0	1	0	6
08:15	0	1	0	2	1	0	6	0	4	6	1	1	0	3	2	0	0	0	1	0	9
08:30	0	0	0	4	0	0	8	0	0	8	0	1	0	3	1	0	4	0	1	4	13
08:45	0	0	0	2	0	0	8	0	4	8	3	1	0	3	4	0	1	0	0	1	13
Total Volume	0	1	0	9	1	0	27	0	14	27	5	3	0	11	8	0	5	0	3	5	41
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		62.5%	37.5%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.250	.000		.250	.000	.844	.000		.844	.417	.750	.000		.500	.000	.313	.000		.313	.788

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. Maude Avenue Westbound					N. Mathilda Avenue Northbound					W. Maude Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	4	0	0	0	0	6	0	0	1	0	6	1	0	9	1	4	10	11
17:15	0	1	0	2	1	0	0	1	8	1	0	2	0	11	2	0	13	0	3	13	17
17:30	0	2	0	4	2	0	1	0	8	1	0	1	1	10	2	0	16	1	6	17	22
17:45	0	1	0	2	1	0	1	0	7	1	0	4	0	3	4	0	7	0	0	7	13
Total Volume	0	4	0	12	4	0	2	1	29	3	0	8	1	30	9	0	45	2	13	47	63
% App Total	0.0%	100.0%	0.0%			0.0%	66.7%	33.3%			0.0%	88.9%	11.1%			0.0%	95.7%	4.3%			
PHF	.000	.500	.000		.500	.000	.500	.250		.750	.000	.500	.250		.563	.000	.703	.500		.691	.716

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-025 N. Mathilda Avenue-Indio Way.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					Indio Way Westbound					N. Mathilda Avenue Northbound					Indio Way Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	1	208	28	1	238	6	0	52	0	58	5	206	19	4	234	1	0	47	0	48	578	5
07:15	1	204	19	1	225	9	0	70	0	79	10	293	28	5	336	2	0	60	0	62	702	6
07:30	0	210	31	5	246	12	2	73	0	87	11	420	31	13	475	8	0	72	0	80	888	18
07:45	0	269	26	10	305	34	1	97	0	132	11	429	24	13	477	4	0	86	0	90	1004	23
Total	2	891	104	17	1014	61	3	292	0	356	37	1348	102	35	1522	15	0	265	0	280	3172	52
08:00	1	266	29	3	299	17	1	94	0	112	11	551	31	11	604	4	0	69	0	73	1088	14
08:15	3	239	24	9	275	23	3	61	0	87	15	710	35	9	769	1	1	45	0	47	1178	18
08:30	0	206	28	4	238	28	2	115	0	145	15	596	29	13	653	5	0	42	0	47	1083	17
08:45	0	250	19	3	272	31	1	105	0	137	16	655	40	12	723	2	0	32	0	34	1166	15
Total	4	961	100	19	1084	99	7	375	0	481	57	2512	135	45	2749	12	1	188	0	201	4515	64
16:00	4	535	9	8	556	11	0	16	0	27	3	198	24	8	233	14	0	58	0	72	888	16
16:15	1	539	17	9	566	6	1	15	0	22	4	206	25	3	238	10	0	49	0	59	885	12
16:30	3	552	15	7	577	15	0	16	0	31	4	242	17	4	267	8	0	72	0	80	955	11
16:45	1	671	16	7	695	9	1	16	0	26	3	213	29	7	252	15	0	65	0	80	1053	14
Total	9	2297	57	31	2394	41	2	63	0	106	14	859	95	22	990	47	0	244	0	291	3781	53
17:00	2	759	14	8	783	8	0	15	0	23	3	258	20	3	284	10	0	85	0	95	1185	11
17:15	1	709	29	8	747	11	0	22	0	33	6	245	37	5	293	5	0	110	0	115	1188	13
17:30	5	666	32	8	711	11	0	11	0	22	5	234	32	2	273	9	1	113	0	123	1129	10
17:45	0	698	33	14	745	12	0	18	0	30	3	242	25	7	277	4	0	104	0	108	1160	21
Total	8	2832	108	38	2986	42	0	66	0	108	17	979	114	17	1127	28	1	412	0	441	4662	55
Grand Total	23	6981	369	105	7478	243	12	796	0	1051	125	5698	446	119	6388	102	2	1109	0	1213	16130	224
Apprch %	0.3%	93.4%	4.9%	1.4%		23.1%	1.1%	75.7%	0.0%		2.0%	89.2%	7.0%	1.9%		8.4%	0.2%	91.4%	0.0%			
Total %	0.1%	43.3%	2.3%	0.7%	46.4%	1.5%	0.1%	4.9%	0.0%	6.5%	0.8%	35.3%	2.8%	0.7%	39.6%	0.6%	0.0%	6.9%	0.0%	7.5%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-025 N. Mathilda Avenue-Indio Way.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					Indio Way Westbound					N. Mathilda Avenue Northbound					Indio Way Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	266	29	3	299	17	1	94	0	112	11	551	31	11	604	4	0	69	0	73	1088
08:15	3	239	24	9	275	23	3	61	0	87	15	710	35	9	769	1	1	45	0	47	1178
08:30	0	206	28	4	238	28	2	115	0	145	15	596	29	13	653	5	0	42	0	47	1083
08:45	0	250	19	3	272	31	1	105	0	137	16	655	40	12	723	2	0	32	0	34	1166
Total Volume	4	961	100	19	1084	99	7	375	0	481	57	2512	135	45	2749	12	1	188	0	201	4515
% App Total	0.4%	88.7%	9.2%	1.8%		20.6%	1.5%	78.0%	0.0%		2.1%	91.4%	4.9%	1.6%		6.0%	0.5%	93.5%	0.0%		
PHF	.333	.903	.862	.528	.906	.798	.583	.815	.000	.829	.891	.885	.844	.865	.894	.600	.250	.681	.000	.688	.958

PM PEAK HOUR	N. Mathilda Avenue Southbound					Indio Way Westbound					N. Mathilda Avenue Northbound					Indio Way Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	2	759	14	8	783	8	0	15	0	23	3	258	20	3	284	10	0	85	0	95	1185
17:15	1	709	29	8	747	11	0	22	0	33	6	245	37	5	293	5	0	110	0	115	1188
17:30	5	666	32	8	711	11	0	11	0	22	5	234	32	2	273	9	1	113	0	123	1129
17:45	0	698	33	14	745	12	0	18	0	30	3	242	25	7	277	4	0	104	0	108	1160
Total Volume	8	2832	108	38	2986	42	0	66	0	108	17	979	114	17	1127	28	1	412	0	441	4662
% App Total	0.3%	94.8%	3.6%	1.3%		38.9%	0.0%	61.1%	0.0%		1.5%	86.9%	10.1%	1.5%		6.3%	0.2%	93.4%	0.0%		
PHF	.400	.933	.818	.679	.953	.875	.000	.750	.000	.818	.708	.949	.770	.607	.962	.700	.250	.912	.000	.896	.981

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-025 N. Mathilda Avenue-Indio Way.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					Indio Way Westbound					N. Mathilda Avenue Northbound					Indio Way Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	2	0	0	0	0	2	0	0	1	0	1	1	0	0	0	3	0	1	8
07:30	0	0	0	2	0	0	0	0	3	0	1	2	0	2	3	0	0	1	1	1	4	8
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	1	2
Total	0	0	0	4	0	0	1	0	6	1	1	3	0	4	4	0	0	1	5	1	6	19
08:00	0	0	0	3	0	0	0	0	4	0	0	1	0	0	1	0	0	0	1	0	1	8
08:15	0	0	1	1	1	0	0	0	3	0	0	1	0	3	1	0	0	0	1	0	2	8
08:30	0	0	0	4	0	0	1	0	0	1	0	1	1	0	2	0	0	1	1	1	4	5
08:45	0	0	0	1	0	0	2	0	0	2	0	2	0	0	2	1	0	0	1	1	5	2
Total	0	0	1	9	1	0	3	0	7	3	0	5	1	3	6	1	0	1	4	2	12	23
16:00	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	5
16:15	0	0	0	4	0	0	0	0	3	0	0	1	0	0	1	0	0	0	1	0	1	8
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	1	4
16:45	0	1	0	2	1	0	1	0	1	1	0	1	0	0	1	0	0	0	3	0	3	6
Total	0	2	0	8	2	0	1	0	5	1	0	2	0	1	2	0	1	0	9	1	6	23
17:00	0	3	0	1	3	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	5	2
17:15	0	1	1	5	2	0	0	1	3	1	0	4	0	0	4	0	2	1	3	3	10	11
17:30	0	1	0	3	1	0	0	0	2	0	0	0	0	2	0	0	0	1	4	1	2	11
17:45	0	4	0	4	4	0	0	0	1	0	0	3	0	0	3	0	1	0	5	1	8	10
Total	0	9	1	13	10	0	1	1	6	2	0	7	0	3	7	0	4	2	12	6	25	34
Grand Total	0	11	2	34	13	0	6	1	24	7	1	17	1	11	19	1	5	4	30	10	49	99
Apprch %	0.0%	84.6%	15.4%			0.0%	85.7%	14.3%			5.3%	89.5%	5.3%			10.0%	50.0%	40.0%				
Total %	0.0%	22.4%	4.1%		26.5%	0.0%	12.2%	2.0%		14.3%	2.0%	34.7%	2.0%		38.8%	2.0%	10.2%	8.2%		20.4%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-025 N. Mathilda Avenue-Indio Way.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					Indio Way Westbound					N. Mathilda Avenue Northbound					Indio Way Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	3	0	0	0	0	4	0	0	1	0	0	1	0	0	0	1	0	1
08:15	0	0	1	1	1	0	0	0	3	0	0	1	0	3	1	0	0	0	1	0	2
08:30	0	0	0	4	0	0	1	0	0	1	0	1	1	0	2	0	0	1	1	1	4
08:45	0	0	0	1	0	0	2	0	0	2	0	2	0	0	2	1	0	0	1	1	5
Total Volume	0	0	1	9	1	0	3	0	7	3	0	5	1	3	6	1	0	1	4	2	12
% App Total	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	83.3%	16.7%	0.0%		50.0%	0.0%	50.0%			
PHF	.000	.000	.250		.250	.000	.375	.000		.375	.000	.625	.250		.750	.250	.000	.250		.500	.600

PM PEAK HOUR	N. Mathilda Avenue Southbound					Indio Way Westbound					N. Mathilda Avenue Northbound					Indio Way Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	3	0	1	3	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	5
17:15	0	1	1	5	2	0	0	1	3	1	0	4	0	0	4	0	2	1	3	3	10
17:30	0	1	0	3	1	0	0	0	2	0	0	0	0	2	0	0	0	1	4	1	2
17:45	0	4	0	4	4	0	0	0	1	0	0	3	0	0	3	0	1	0	5	1	8
Total Volume	0	9	1	13	10	0	1	1	6	2	0	7	0	3	7	0	4	2	12	6	25
% App Total	0.0%	90.0%	10.0%			0.0%	50.0%	50.0%			0.0%	100.0%	0.0%			0.0%	66.7%	33.3%			
PHF	.000	.563	.250		.625	.000	.250	.250		.500	.000	.438	.000		.438	.000	.500	.500		.500	.625

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-026 N. Mathilda Avenue-W. California Avenue.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

	N. Mathilda Avenue Southbound					W. California Avenue Westbound					N. Mathilda Avenue Northbound					W. California Avenue Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	10	227	28	5	270	7	10	31	0	48	19	195	15	0	229	6	0	9	0	15	562	5
07:15	11	205	43	3	262	8	8	26	0	42	12	287	24	0	323	14	0	6	0	20	647	3
07:30	8	202	36	3	249	11	18	23	0	52	11	416	33	0	460	13	5	5	0	23	784	3
07:45	13	335	80	1	429	16	20	31	1	68	31	449	45	0	525	13	5	18	0	36	1058	2
Total	42	969	187	12	1210	42	56	111	1	210	73	1347	117	0	1537	46	10	38	0	94	3051	13
08:00	8	257	54	4	323	21	23	54	0	98	22	495	60	0	577	25	5	17	0	47	1045	4
08:15	12	247	51	1	311	12	22	45	1	80	36	727	71	0	834	18	5	13	0	36	1261	2
08:30	10	211	53	6	280	11	28	44	0	83	20	592	55	0	667	16	4	22	0	42	1072	6
08:45	7	240	51	2	300	14	19	25	0	58	36	625	65	0	726	19	8	24	0	51	1135	2
Total	37	955	209	13	1214	58	92	168	1	319	114	2439	251	0	2804	78	22	76	0	176	4513	14
16:00	34	459	103	3	599	10	7	26	1	44	12	183	37	1	233	26	13	43	0	82	958	5
16:15	34	483	82	7	606	5	2	22	0	29	14	185	43	1	243	24	10	59	0	93	971	8
16:30	34	526	74	9	643	6	10	18	0	34	16	217	46	0	279	36	15	69	0	120	1076	9
16:45	27	618	88	9	742	12	5	28	0	45	11	185	55	0	251	46	25	72	0	143	1181	9
Total	129	2086	347	28	2590	33	24	94	1	152	53	770	181	2	1006	132	63	243	0	438	4186	31
17:00	43	623	99	1	766	10	15	27	0	52	16	234	54	1	305	26	27	71	0	124	1247	2
17:15	33	678	117	8	836	8	4	25	0	37	7	218	62	0	287	44	35	84	0	163	1323	8
17:30	42	663	103	6	814	13	9	26	0	48	16	234	81	0	331	34	36	88	0	158	1351	6
17:45	27	679	110	10	826	16	10	35	0	61	12	222	50	0	284	46	28	52	0	126	1297	10
Total	145	2643	429	25	3242	47	38	113	0	198	51	908	247	1	1207	150	126	295	0	571	5218	26
Grand Total	353	6653	1172	78	8256	180	210	486	3	879	291	5464	796	3	6554	406	221	652	0	1279	16968	84
Apprch %	4.3%	80.6%	14.2%	0.9%		20.5%	23.9%	55.3%	0.3%		4.4%	83.4%	12.1%	0.0%		31.7%	17.3%	51.0%	0.0%			
Total %	2.1%	39.2%	6.9%	0.5%	48.7%	1.1%	1.2%	2.9%	0.0%	5.2%	1.7%	32.2%	4.7%	0.0%	38.6%	2.4%	1.3%	3.8%	0.0%	7.5%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-026 N. Mathilda Avenue-W. California Avenue.ppd

Date : 6/4/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. California Avenue Westbound					N. Mathilda Avenue Northbound					W. California Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	8	257	54	4	323	21	23	54	0	98	22	495	60	0	577	25	5	17	0	47	1045
08:15	12	247	51	1	311	12	22	45	1	80	36	727	71	0	834	18	5	13	0	36	1261
08:30	10	211	53	6	280	11	28	44	0	83	20	592	55	0	667	16	4	22	0	42	1072
08:45	7	240	51	2	300	14	19	25	0	58	36	625	65	0	726	19	8	24	0	51	1135
Total Volume	37	955	209	13	1214	58	92	168	1	319	114	2439	251	0	2804	78	22	76	0	176	4513
% App Total	3.0%	78.7%	17.2%	1.1%		18.2%	28.8%	52.7%	0.3%		4.1%	87.0%	9.0%	0.0%		44.3%	12.5%	43.2%	0.0%		
PHF	.771	.929	.968	.542	.940	.690	.821	.778	.250	.814	.792	.839	.884	.000	.841	.780	.688	.792	.000	.863	.895

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. California Avenue Westbound					N. Mathilda Avenue Northbound					W. California Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	43	623	99	1	766	10	15	27	0	52	16	234	54	1	305	26	27	71	0	124	1247
17:15	33	678	117	8	836	8	4	25	0	37	7	218	62	0	287	44	35	84	0	163	1323
17:30	42	663	103	6	814	13	9	26	0	48	16	234	81	0	331	34	36	88	0	158	1351
17:45	27	679	110	10	826	16	10	35	0	61	12	222	50	0	284	46	28	52	0	126	1297
Total Volume	145	2643	429	25	3242	47	38	113	0	198	51	908	247	1	1207	150	126	295	0	571	5218
% App Total	4.5%	81.5%	13.2%	0.8%		23.7%	19.2%	57.1%	0.0%		4.2%	75.2%	20.5%	0.1%		26.3%	22.1%	51.7%	0.0%		
PHF	.843	.973	.917	.625	.969	.734	.633	.807	.000	.811	.797	.970	.762	.250	.912	.815	.875	.838	.000	.876	.966

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-026 N. Mathilda Avenue-W. California Avenue.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

	N. Mathilda Avenue Southbound					W. California Avenue Westbound					N. Mathilda Avenue Northbound					W. California Avenue Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	3	3	3
07:15	0	1	0	0	1	0	0	0	3	0	0	2	0	1	2	0	0	0	3	0	3	7
07:30	0	0	0	2	0	0	0	0	1	0	0	2	0	1	2	0	0	0	0	0	2	4
07:45	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2	0	0	0	1	0	2	5
Total	0	1	0	3	1	0	0	0	8	0	0	6	0	4	6	0	3	0	4	3	10	19
08:00	0	0	0	3	0	0	3	0	10	3	0	1	0	1	1	0	2	0	1	2	6	15
08:15	0	1	0	5	1	0	0	0	6	0	0	0	0	3	0	0	0	0	0	0	1	14
08:30	0	0	0	7	0	0	0	0	4	0	0	2	0	5	2	0	0	0	0	0	2	16
08:45	0	0	0	2	0	0	1	0	5	1	0	4	0	3	4	0	1	0	0	1	6	10
Total	0	1	0	17	1	0	4	0	25	4	0	7	0	12	7	0	3	0	1	3	15	55
16:00	0	0	0	0	0	0	3	1	1	4	0	0	0	8	0	0	1	0	1	1	5	10
16:15	1	0	0	0	1	0	0	0	3	0	0	0	0	4	0	0	0	0	1	0	1	8
16:30	0	0	0	0	0	0	0	0	2	0	0	0	1	3	1	0	0	0	0	0	1	5
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	2	2	4
Total	1	0	0	1	1	0	3	1	6	4	0	0	1	16	1	1	2	0	4	3	9	27
17:00	2	0	0	2	2	0	2	0	0	2	0	0	0	5	0	0	1	0	1	1	5	8
17:15	0	2	0	2	2	0	0	0	3	0	0	3	0	3	3	0	0	1	2	1	6	10
17:30	0	0	1	0	1	0	0	0	12	0	0	0	0	2	0	0	1	0	1	1	2	15
17:45	0	2	0	6	2	0	0	1	6	1	0	0	0	11	0	0	6	0	0	6	9	23
Total	2	4	1	10	7	0	2	1	21	3	0	3	0	21	3	0	8	1	4	9	22	56
Grand Total	3	6	1	31	10	0	9	2	60	11	0	16	1	53	17	1	16	1	13	18	56	157
Apprch %	30.0%	60.0%	10.0%			0.0%	81.8%	18.2%			0.0%	94.1%	5.9%			5.6%	88.9%	5.6%				
Total %	5.4%	10.7%	1.8%		17.9%	0.0%	16.1%	3.6%		19.6%	0.0%	28.6%	1.8%		30.4%	1.8%	28.6%	1.8%		32.1%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7481-026 N. Mathilda Avenue-W. California Avenue.ppd

Date : 6/4/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	N. Mathilda Avenue Southbound					W. California Avenue Westbound					N. Mathilda Avenue Northbound					W. California Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	3	0	0	3	0	10	3	0	1	0	1	1	0	2	0	1	2	6
08:15	0	1	0	5	1	0	0	0	6	0	0	0	0	3	0	0	0	0	0	0	1
08:30	0	0	0	7	0	0	0	0	4	0	0	2	0	5	2	0	0	0	0	0	2
08:45	0	0	0	2	0	0	1	0	5	1	0	4	0	3	4	0	1	0	0	1	6
Total Volume	0	1	0	17	1	0	4	0	25	4	0	7	0	12	7	0	3	0	1	3	15
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.250	.000		.250	.000	.333	.000		.333	.000	.438	.000		.438	.000	.375	.000		.375	.625

PM PEAK HOUR	N. Mathilda Avenue Southbound					W. California Avenue Westbound					N. Mathilda Avenue Northbound					W. California Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	2	0	0	2	2	0	2	0	0	2	0	0	0	5	0	0	1	0	1	1	5
17:15	0	2	0	2	2	0	0	0	3	0	0	3	0	3	3	0	0	1	2	1	6
17:30	0	0	1	0	1	0	0	0	12	0	0	0	0	2	0	0	1	0	1	1	2
17:45	0	2	0	6	2	0	0	1	6	1	0	0	0	11	0	0	6	0	0	6	9
Total Volume	2	4	1	10	7	0	2	1	21	3	0	3	0	21	3	0	8	1	4	9	22
% App Total	28.6%	57.1%	14.3%			0.0%	66.7%	33.3%			0.0%	100.0%	0.0%			0.0%	88.9%	11.1%			
PHF	.250	.500	.250		.875	.000	.250	.250		.375	.000	.250	.000		.250	.000	.333	.250		.375	.611

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 1

Groups Printed- Vehicles - Buses - Trucks

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	51	14	0	2	67	4	26	10	0	40	5	48	89	0	142	7	1	3	0	11	260
07:15 AM	58	33	3	1	95	3	17	20	1	41	6	51	76	0	133	9	2	2	0	13	282
07:30 AM	69	45	1	2	117	6	28	14	0	48	10	58	71	0	139	9	1	1	0	11	315
07:45 AM	67	46	2	2	117	8	25	21	3	57	12	73	71	0	156	8	0	1	0	9	339
Total	245	138	6	7	396	21	96	65	4	186	33	230	307	0	570	33	4	7	0	44	1196
08:00 AM	45	53	3	3	104	11	29	14	2	56	8	62	61	1	132	8	5	2	0	15	307
08:15 AM	62	47	4	2	115	6	22	19	0	47	9	94	64	1	168	11	4	1	1	17	347
08:30 AM	43	58	3	3	107	9	26	34	0	69	10	114	61	0	185	10	2	1	1	14	375
08:45 AM	50	87	5	5	147	8	26	21	0	55	10	113	56	0	179	9	2	4	0	15	396
Total	200	245	15	13	473	34	103	88	2	227	37	383	242	2	664	38	13	8	2	61	1425
Grand Total	445	383	21	20	869	55	199	153	6	413	70	613	549	2	1234	71	17	15	2	105	2621
Apprch %	51.2	44.1	2.4	2.3		13.3	48.2	37	1.5		5.7	49.7	44.5	0.2		67.6	16.2	14.3	1.9		
Total %	17	14.6	0.8	0.8	33.2	2.1	7.6	5.8	0.2	15.8	2.7	23.4	20.9	0.1	47.1	2.7	0.6	0.6	0.1	4	
Vehicles	441	362	19	20	842	53	197	120	6	376	58	592	538	2	1190	65	16	13	2	96	2504
% Vehicles	99.1	94.5	90.5	100	96.9	96.4	99	78.4	100	91	82.9	96.6	98	100	96.4	91.5	94.1	86.7	100	91.4	95.5
Buses	1	7	1	0	9	2	0	23	0	25	10	10	6	0	26	4	0	0	0	4	64
% Buses	0.2	1.8	4.8	0	1	3.6	0	15	0	6.1	14.3	1.6	1.1	0	2.1	5.6	0	0	0	3.8	2.4
Trucks	3	14	1	0	18	0	2	10	0	12	2	11	5	0	18	2	1	2	0	5	53
% Trucks	0.7	3.7	4.8	0	2.1	0	1	6.5	0	2.9	2.9	1.8	0.9	0	1.5	2.8	5.9	13.3	0	4.8	2

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	45	53	3	101		11	29	14	54		8	62	61	131		8	5	2	15		301
08:15 AM	62	47	4	113		6	22	19	47		9	94	64	167		11	4	1	16		343
08:30 AM	43	58	3	104		9	26	34	69		10	114	61	185		10	2	1	13		371
08:45 AM	50	87	5	142		8	26	21	55		10	113	56	179		9	2	4	15		391
Total Volume	200	245	15	460		34	103	88	225		37	383	242	662		38	13	8	59		1406
% App. Total	43.5	53.3	3.3			15.1	45.8	39.1			5.6	57.9	36.6			64.4	22	13.6			
PHF	.806	.704	.750	.810		.773	.888	.647	.815		.925	.840	.945	.895		.864	.650	.500	.922		.899

Traffic Data Service

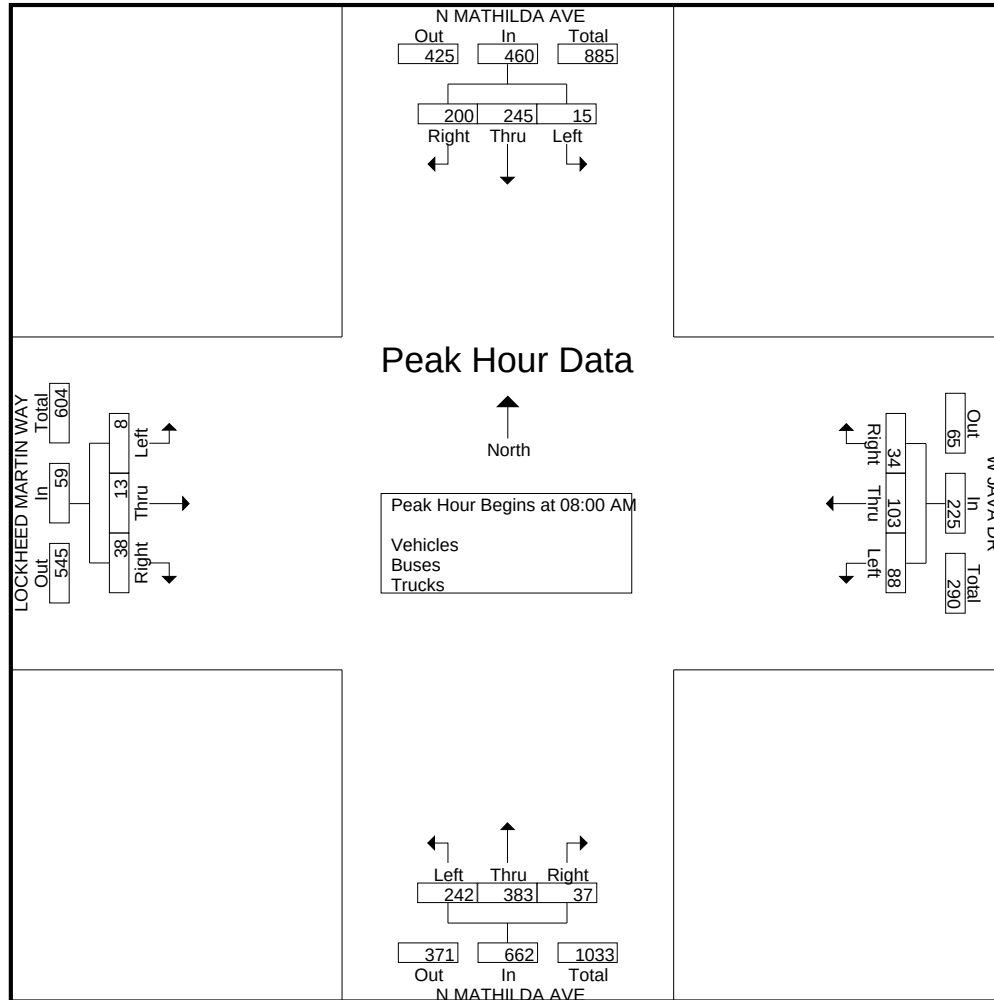
Campbell, CA
 (408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 1

Groups Printed- Vehicles

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	51	13	0	2	66	4	25	6	0	35	4	48	86	0	138	7	1	2	0	10	249
07:15 AM	57	31	3	1	92	3	17	16	1	37	2	48	74	0	124	9	2	2	0	13	266
07:30 AM	68	43	1	2	114	6	28	11	0	45	9	55	70	0	134	7	1	1	0	9	302
07:45 AM	67	43	2	2	114	7	25	14	3	49	10	70	70	0	150	7	0	1	0	8	321
Total	243	130	6	7	386	20	95	47	4	166	25	221	300	0	546	30	4	6	0	40	1138
08:00 AM	44	51	2	3	100	11	29	11	2	53	7	60	61	1	129	7	4	2	0	13	295
08:15 AM	62	42	3	2	109	6	21	18	0	45	8	90	62	1	161	10	4	1	1	16	331
08:30 AM	43	57	3	3	106	9	26	28	0	63	9	113	60	0	182	9	2	1	1	13	364
08:45 AM	49	82	5	5	141	7	26	16	0	49	9	108	55	0	172	9	2	3	0	14	376
Total	198	232	13	13	456	33	102	73	2	210	33	371	238	2	644	35	12	7	2	56	1366
Grand Total	441	362	19	20	842	53	197	120	6	376	58	592	538	2	1190	65	16	13	2	96	2504
Apprch %	52.4	43	2.3	2.4		14.1	52.4	31.9	1.6		4.9	49.7	45.2	0.2		67.7	16.7	13.5	2.1		
Total %	17.6	14.5	0.8	0.8	33.6	2.1	7.9	4.8	0.2	15	2.3	23.6	21.5	0.1	47.5	2.6	0.6	0.5	0.1	3.8	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	44	51	2	97	11	29	11	51	7	60	61	128	7	4	2	13	289
08:15 AM	62	42	3	107	6	21	18	45	8	90	62	160	10	4	1	15	327
08:30 AM	43	57	3	103	9	26	28	63	9	113	60	182	9	2	1	12	360
08:45 AM	49	82	5	136	7	26	16	49	9	108	55	172	9	2	3	14	371
Total Volume	198	232	13	443	33	102	73	208	33	371	238	642	35	12	7	54	1347
% App. Total	44.7	52.4	2.9		15.9	49	35.1		5.1	57.8	37.1		64.8	22.2	13		
PHF	.798	.707	.650	.814	.750	.879	.652	.825	.917	.821	.960	.882	.875	.750	.583	.900	.908

Traffic Data Service

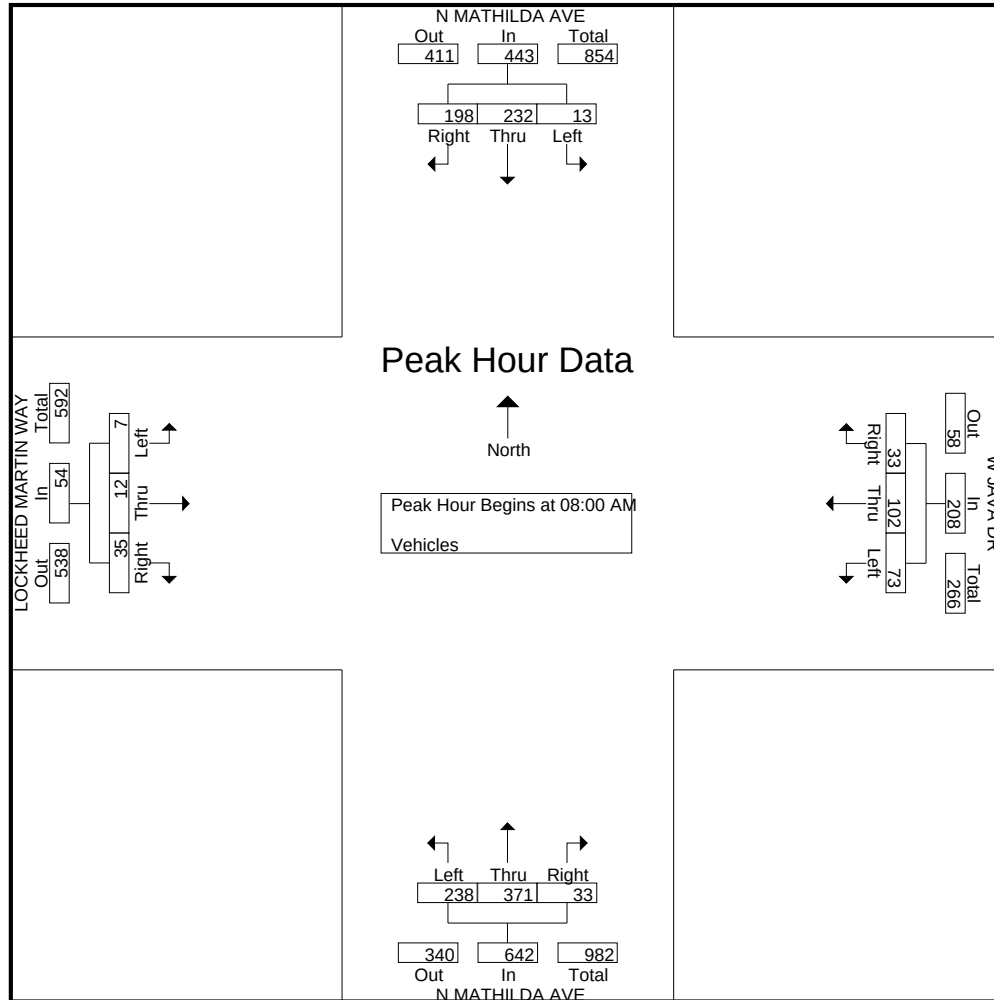
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	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	1	0	1	0	3	0	3	0	0	1	1	0	0	0	0	0	5
% App. Total	0	100	0		0	100	0		0	0	100		0	0	0			
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.000	.000	.000	.000		.625

Traffic Data Service

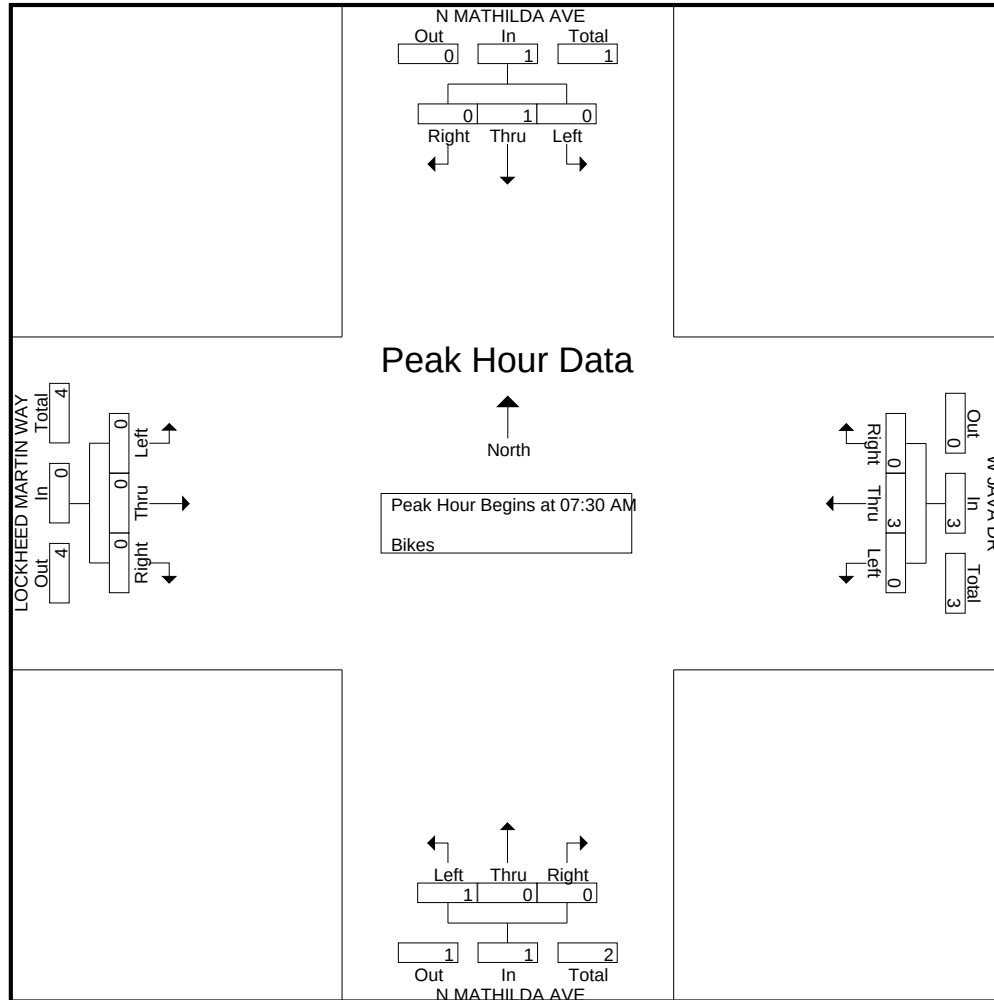
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Groups Printed- Buses

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	0	3	1	0	1	0	2	0	0	0	0	0	5
07:15 AM	0	1	0	0	1	0	0	3	0	3	2	2	1	0	5	0	0	0	0	0	9
07:30 AM	0	0	0	0	0	0	0	2	0	2	1	2	0	0	3	1	0	0	0	1	6
07:45 AM	0	1	0	0	1	1	0	4	0	5	2	1	1	0	4	0	0	0	0	0	10
Total	0	2	0	0	2	1	0	12	0	13	6	5	3	0	14	1	0	0	0	1	30
08:00 AM	1	1	0	0	2	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	8
08:15 AM	0	2	1	0	3	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	7
08:30 AM	0	0	0	0	0	0	0	3	0	3	1	0	1	0	2	1	0	0	0	1	6
08:45 AM	0	2	0	0	2	1	0	5	0	6	1	3	1	0	5	0	0	0	0	0	13
Total	1	5	1	0	7	1	0	11	0	12	4	5	3	0	12	3	0	0	0	3	34
Grand Total	1	7	1	0	9	2	0	23	0	25	10	10	6	0	26	4	0	0	0	4	64
Apprch %	11.1	77.8	11.1	0		8	0	92	0		38.5	38.5	23.1	0		100	0	0	0		
Total %	1.6	10.9	1.6	0	14.1	3.1	0	35.9	0	39.1	15.6	15.6	9.4	0	40.6	6.2	0	0	0	6.2	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	1	0	2	0	0	3	3	1	1	0	2	1	0	0	1	8
08:15 AM	0	2	1	3	0	0	0	0	1	1	1	3	1	0	0	1	7
08:30 AM	0	0	0	0	0	0	3	3	1	0	1	2	1	0	0	1	6
08:45 AM	0	2	0	2	1	0	5	6	1	3	1	5	0	0	0	0	13
Total Volume	1	5	1	7	1	0	11	12	4	5	3	12	3	0	0	3	34
% App. Total	14.3	71.4	14.3		8.3	0	91.7		33.3	41.7	25		100	0	0		
PHF	.250	.625	.250	.583	.250	.000	.550	.500	1.00	.417	.750	.600	.750	.000	.000	.750	.654

Traffic Data Service

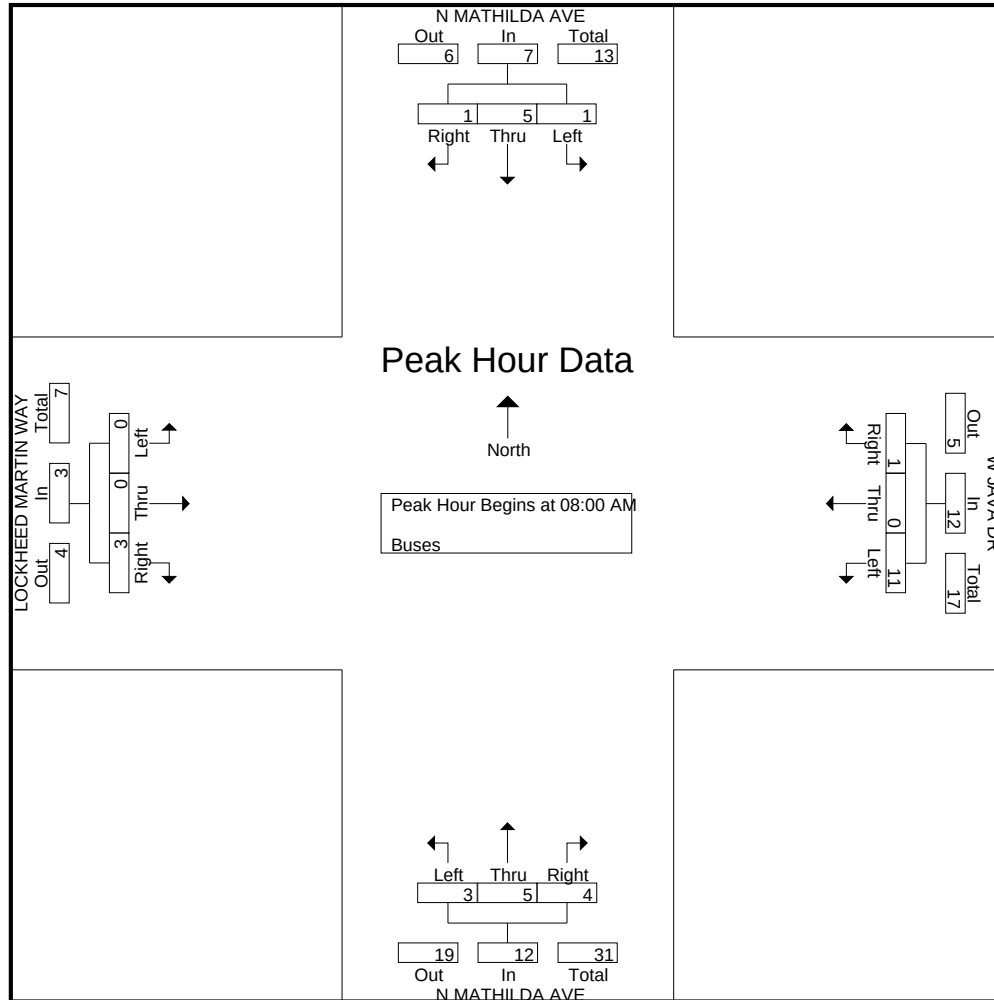
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Groups Printed- Trucks

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	1	0	2	0	0	2	0	2	0	0	1	0	1	6
07:15 AM	1	1	0	0	2	0	0	1	0	1	2	1	1	0	4	0	0	0	0	0	7
07:30 AM	1	2	0	0	3	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	7
07:45 AM	0	2	0	0	2	0	0	3	0	3	0	2	0	0	2	1	0	0	0	1	8
Total	2	6	0	0	8	0	1	6	0	7	2	4	4	0	10	2	0	1	0	3	28
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
08:15 AM	0	3	0	0	3	0	1	1	0	2	0	3	1	0	4	0	0	0	0	0	9
08:30 AM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
08:45 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
Total	1	8	1	0	10	0	1	4	0	5	0	7	1	0	8	0	1	1	0	2	25
Grand Total	3	14	1	0	18	0	2	10	0	12	2	11	5	0	18	2	1	2	0	5	53
Apprch %	16.7	77.8	5.6	0		0	16.7	83.3	0		11.1	61.1	27.8	0		40	20	40	0		
Total %	5.7	26.4	1.9	0	34	0	3.8	18.9	0	22.6	3.8	20.8	9.4	0	34	3.8	1.9	3.8	0	9.4	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	1	1	2	0	0	2	2	0	0	1	1	6
07:15 AM	1	1	0	2	0	0	1	1	2	1	1	4	0	0	0	0	7
07:30 AM	1	2	0	3	0	0	1	1	0	1	1	2	1	0	0	1	7
07:45 AM	0	2	0	2	0	0	3	3	0	2	0	2	1	0	0	1	8
Total Volume	2	6	0	8	0	1	6	7	2	4	4	10	2	0	1	3	28
% App. Total	25	75	0		0	14.3	85.7		20	40	40		66.7	0	33.3		
PHF	.500	.750	.000	.667	.000	.250	.500	.583	.250	.500	.500	.625	.500	.000	.250	.750	.875

Traffic Data Service

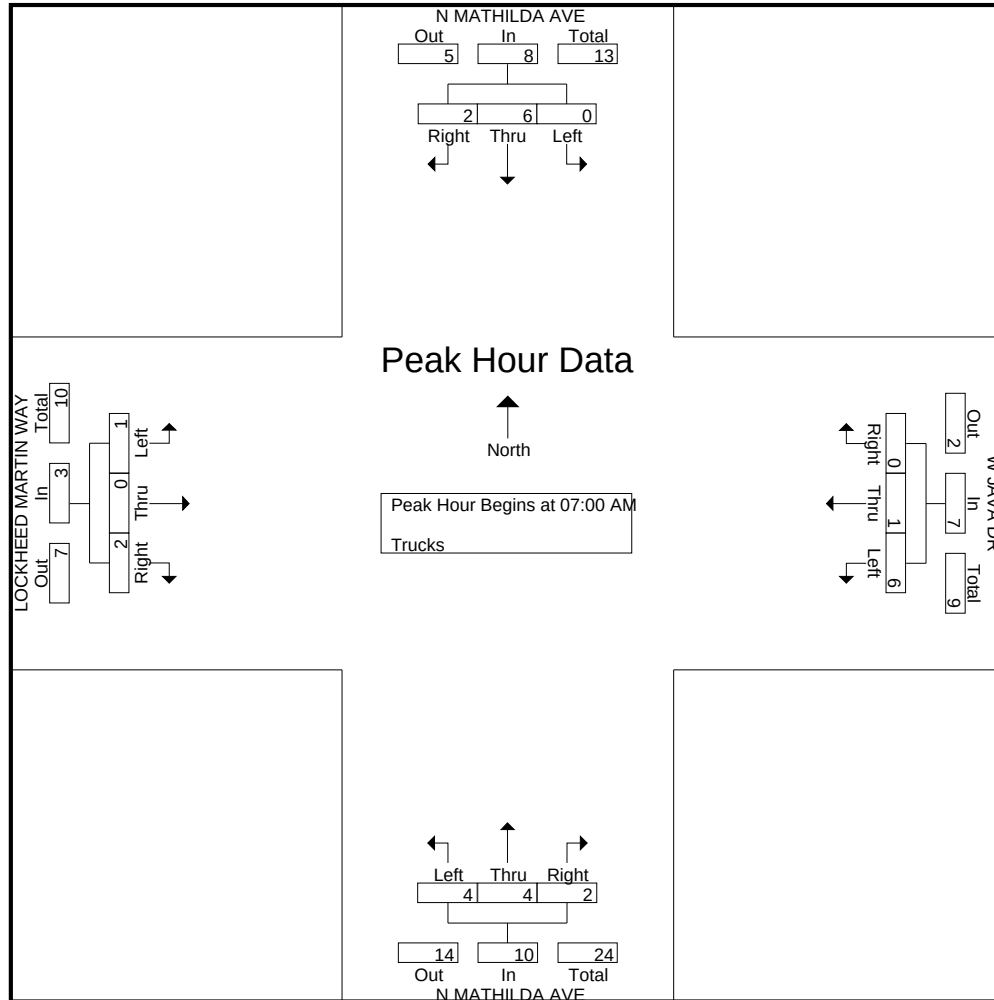
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Groups Printed- Vehicles - Buses - Trucks

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	58	3	3	65	2	0	19	4	25	15	24	13	3	55	107	15	39	1	162	307
04:15 PM	0	71	6	4	81	1	5	23	3	32	20	25	5	0	50	107	14	27	1	149	312
04:30 PM	2	69	6	6	83	2	3	29	4	38	19	28	11	5	63	117	13	39	3	172	356
04:45 PM	3	93	7	7	110	1	4	16	12	33	20	31	8	2	61	106	28	25	1	160	364
Total	6	291	22	20	339	6	12	87	23	128	74	108	37	10	229	437	70	130	6	643	1339
05:00 PM	3	114	5	7	129	1	4	40	5	50	21	43	6	1	71	140	30	39	0	209	459
05:15 PM	2	104	10	7	123	4	1	26	13	44	20	30	5	2	57	123	35	42	5	205	429
05:30 PM	1	92	7	7	107	5	0	23	2	30	25	42	10	5	82	103	40	36	6	185	404
05:45 PM	2	124	7	4	137	5	5	36	0	46	20	41	6	3	70	98	29	28	4	159	412
Total	8	434	29	25	496	15	10	125	20	170	86	156	27	11	280	464	134	145	15	758	1704
Grand Total	14	725	51	45	835	21	22	212	43	298	160	264	64	21	509	901	204	275	21	1401	3043
Apprch %	1.7	86.8	6.1	5.4		7	7.4	71.1	14.4		31.4	51.9	12.6	4.1		64.3	14.6	19.6	1.5		
Total %	0.5	23.8	1.7	1.5	27.4	0.7	0.7	7	1.4	9.8	5.3	8.7	2.1	0.7	16.7	29.6	6.7	9	0.7	46	
Vehicles	14	705	50	45	814	21	19	195	43	278	125	257	51	21	454	894	203	275	21	1393	2939
% Vehicles	100	97.2	98	100	97.5	100	86.4	92	100	93.3	78.1	97.3	79.7	100	89.2	99.2	99.5	100	100	99.4	96.6
Buses	0	19	1	0	20	0	2	9	0	11	25	2	11	0	38	7	1	0	0	8	77
% Buses	0	2.6	2	0	2.4	0	9.1	4.2	0	3.7	15.6	0.8	17.2	0	7.5	0.8	0.5	0	0	0.6	2.5
Trucks	0	1	0	0	1	0	1	8	0	9	10	5	2	0	17	0	0	0	0	0	27
% Trucks	0	0.1	0	0	0.1	0	4.5	3.8	0	3	6.2	1.9	3.1	0	3.3	0	0	0	0	0	0.9

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	114	5	122	1	4	40	45	21	43	6	70	140	30	39	209	446
05:15 PM	2	104	10	116	4	1	26	31	20	30	5	55	123	35	42	200	402
05:30 PM	1	92	7	100	5	0	23	28	25	42	10	77	103	40	36	179	384
05:45 PM	2	124	7	133	5	5	36	46	20	41	6	67	98	29	28	155	401
Total Volume	8	434	29	471	15	10	125	150	86	156	27	269	464	134	145	743	1633
% App. Total	1.7	92.1	6.2		10	6.7	83.3		32	58	10		62.4	18	19.5		
PHF	.667	.875	.725	.885	.750	.500	.781	.815	.860	.907	.675	.873	.829	.838	.863	.889	.915

Traffic Data Service

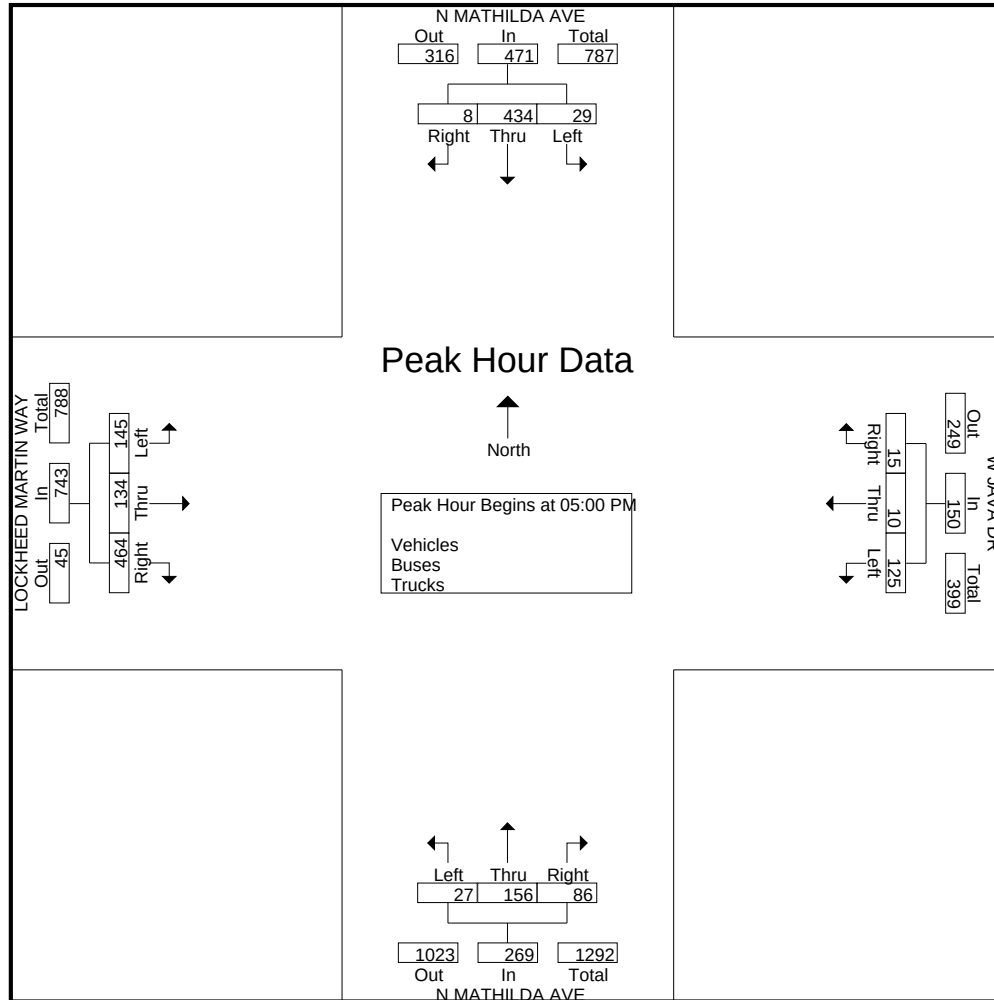
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Groups Printed- Vehicles

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	57	3	3	64	2	0	15	4	21	11	23	10	3	47	105	15	39	1	160	292
04:15 PM	0	70	6	4	80	1	5	21	3	30	14	23	4	0	41	107	14	27	1	149	300
04:30 PM	2	65	5	6	78	2	2	27	4	35	15	27	8	5	55	115	13	39	3	170	338
04:45 PM	3	91	7	7	108	1	4	15	12	32	14	31	8	2	55	106	28	25	1	160	355
Total	6	283	21	20	330	6	11	78	23	118	54	104	30	10	198	433	70	130	6	639	1285
05:00 PM	3	112	5	7	127	1	3	37	5	46	17	41	4	1	63	139	30	39	0	208	444
05:15 PM	2	99	10	7	118	4	0	25	13	42	14	30	3	2	49	121	34	42	5	202	411
05:30 PM	1	88	7	7	103	5	0	21	2	28	24	42	8	5	79	103	40	36	6	185	395
05:45 PM	2	123	7	4	136	5	5	34	0	44	16	40	6	3	65	98	29	28	4	159	404
Total	8	422	29	25	484	15	8	117	20	160	71	153	21	11	256	461	133	145	15	754	1654
Grand Total	14	705	50	45	814	21	19	195	43	278	125	257	51	21	454	894	203	275	21	1393	2939
Apprch %	1.7	86.6	6.1	5.5		7.6	6.8	70.1	15.5		27.5	56.6	11.2	4.6		64.2	14.6	19.7	1.5		
Total %	0.5	24	1.7	1.5	27.7	0.7	0.6	6.6	1.5	9.5	4.3	8.7	1.7	0.7	15.4	30.4	6.9	9.4	0.7	47.4	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	112	5	120	1	3	37	41	17	41	4	62	139	30	39	208	431
05:15 PM	2	99	10	111	4	0	25	29	14	30	3	47	121	34	42	197	384
05:30 PM	1	88	7	96	5	0	21	26	24	42	8	74	103	40	36	179	375
05:45 PM	2	123	7	132	5	5	34	44	16	40	6	62	98	29	28	155	393
Total Volume	8	422	29	459	15	8	117	140	71	153	21	245	461	133	145	739	1583
% App. Total	1.7	91.9	6.3		10.7	5.7	83.6		29	62.4	8.6		62.4	18	19.6		
PHF	.667	.858	.725	.869	.750	.400	.791	.795	.740	.911	.656	.828	.829	.831	.863	.888	.918

Traffic Data Service

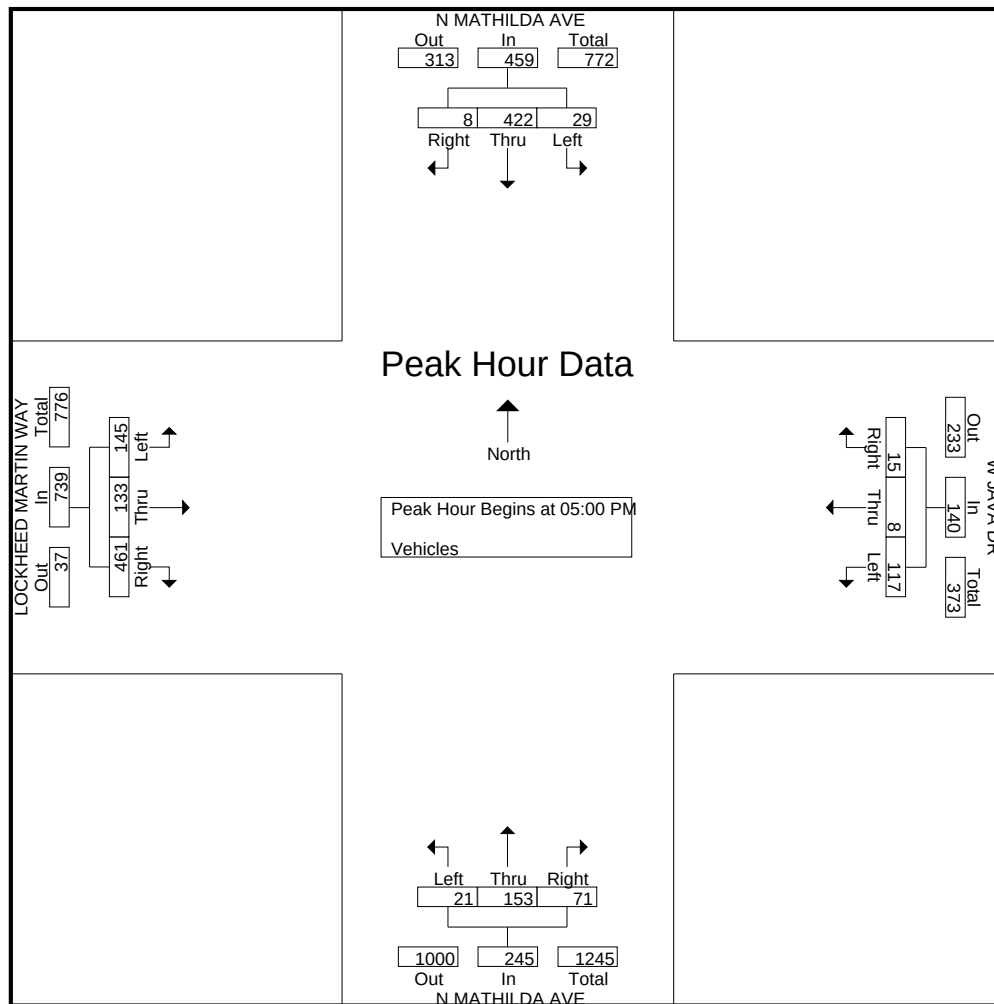
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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	10
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	66.7	33.3	0		
Total %	0	40	0	0	40	0	0	0	0	0	0	0	0	0	0	0	40	20	0	60	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	3	1	4	5
% App. Total	0	100	0		0	0	0		0	0	0		0	75	25		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.333	.313

Traffic Data Service

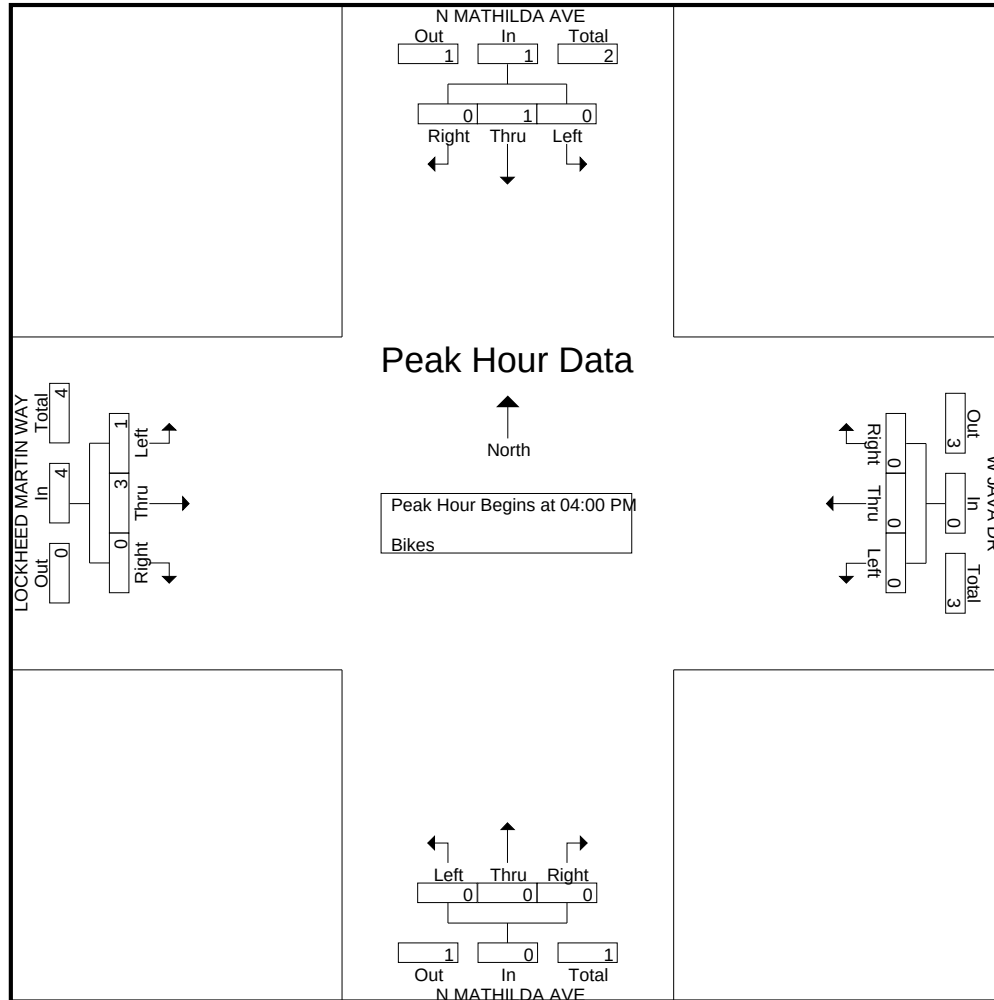
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 1

Groups Printed- Buses

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	1	0	1	2	0	3	0	5	2	0	0	0	2	9
04:15 PM	0	1	0	0	1	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	7
04:30 PM	0	4	1	0	5	0	0	2	0	2	3	0	2	0	5	2	0	0	0	2	14
04:45 PM	0	2	0	0	2	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	9
Total	0	8	1	0	9	0	0	6	0	6	14	0	6	0	20	4	0	0	0	4	39
05:00 PM	0	2	0	0	2	0	1	1	0	2	3	1	2	0	6	1	0	0	0	1	11
05:15 PM	0	4	0	0	4	0	1	0	0	1	3	0	2	0	5	2	1	0	0	3	13
05:30 PM	0	4	0	0	4	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	7
05:45 PM	0	1	0	0	1	0	0	1	0	1	4	1	0	0	5	0	0	0	0	0	7
Total	0	11	0	0	11	0	2	3	0	5	11	2	5	0	18	3	1	0	0	4	38
Grand Total	0	19	1	0	20	0	2	9	0	11	25	2	11	0	38	7	1	0	0	8	77
Apprch %	0	95	5	0		0	18.2	81.8	0		65.8	5.3	28.9	0		87.5	12.5	0	0		
Total %	0	24.7	1.3	0	26	0	2.6	11.7	0	14.3	32.5	2.6	14.3	0	49.4	9.1	1.3	0	0	10.4	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	4	1	5	0	0	2	2	3	0	2	5	2	0	0	2	14
04:45 PM	0	2	0	2	0	0	1	1	6	0	0	6	0	0	0	0	9
05:00 PM	0	2	0	2	0	1	1	2	3	1	2	6	1	0	0	1	11
05:15 PM	0	4	0	4	0	1	0	1	3	0	2	5	2	1	0	3	13
Total Volume	0	12	1	13	0	2	4	6	15	1	6	22	5	1	0	6	47
% App. Total	0	92.3	7.7		0	33.3	66.7		68.2	4.5	27.3		83.3	16.7	0		
PHF	.000	.750	.250	.650	.000	.500	.500	.750	.625	.250	.750	.917	.625	.250	.000	.500	.839

Traffic Data Service

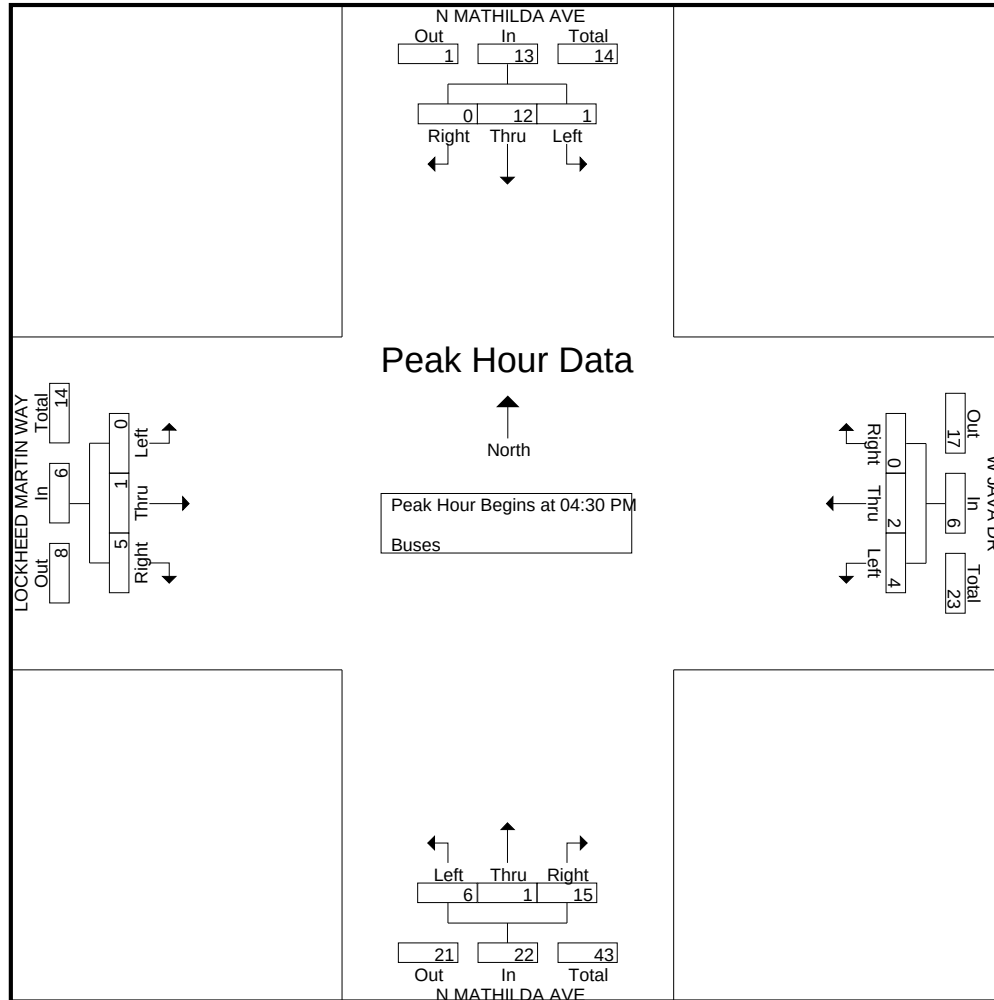
Campbell, CA
 (408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 1

Groups Printed- Trucks

	N MATHILDA AVE Southbound					W JAVA DR Westbound					N MATHILDA AVE Northbound					LOCKHEED MARTIN WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	3	0	4	6	4	1	0	11	0	0	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	4
05:15 PM	0	1	0	0	1	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	5	0	5	4	1	1	0	6	0	0	0	0	0	12
Grand Total	0	1	0	0	1	0	1	8	0	9	10	5	2	0	17	0	0	0	0	0	27
Apprch %	0	100	0	0		0	11.1	88.9	0		58.8	29.4	11.8	0		0	0	0	0		
Total %	0	3.7	0	0	3.7	0	3.7	29.6	0	33.3	37	18.5	7.4	0	63	0	0	0	0	0	

	N MATHILDA AVE Southbound				W JAVA DR Westbound				N MATHILDA AVE Northbound				LOCKHEED MARTIN WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	3	3	2	1	0	3	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	5
04:30 PM	0	0	0	0	0	1	0	1	1	1	1	3	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	3	4	6	4	1	11	0	0	0	0	15
% App. Total	0	0	0		0	25	75		54.5	36.4	9.1		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.500	.500	.250	.550	.000	.000	.000	.000	.625

Traffic Data Service

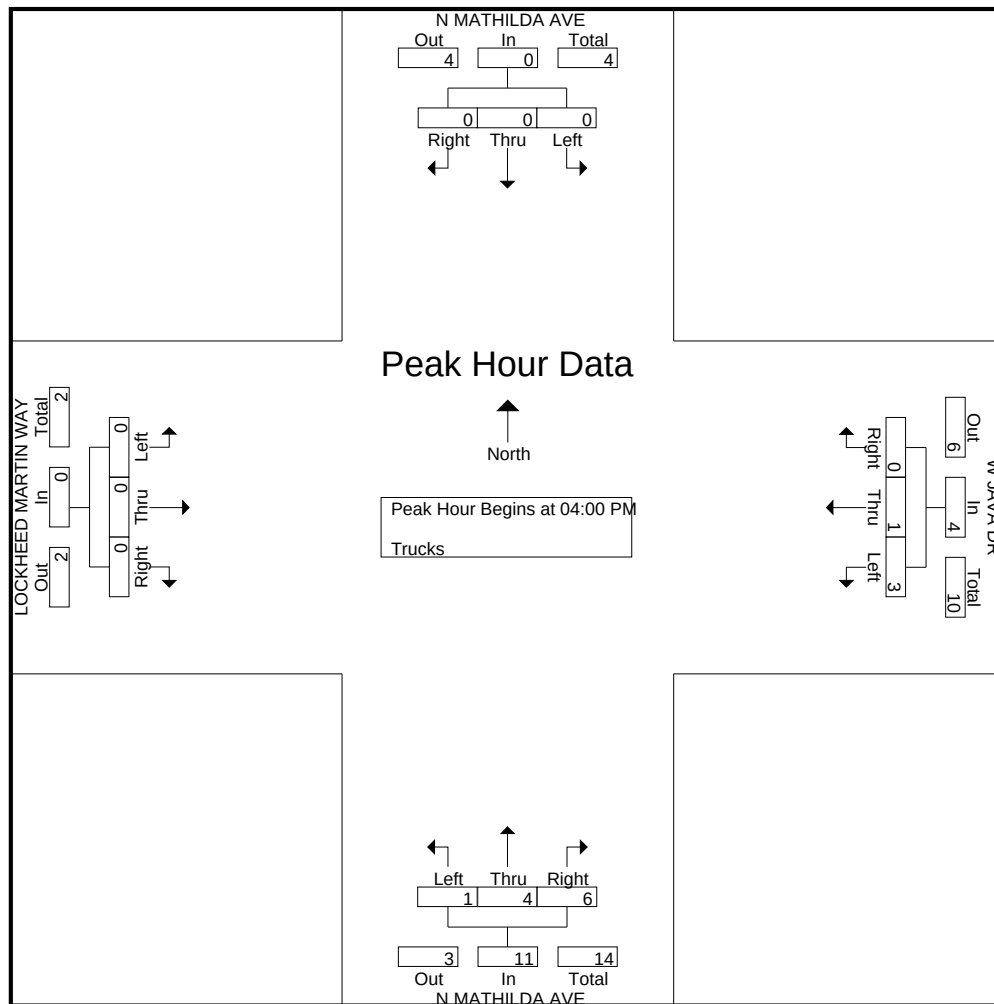
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 1/13/2015

Page No : 2



ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-010 Bordeaux Drive-Java Drive.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	2	2	0	0	4	8	46	16	1	71	0	2	0	0	2	0	6	0	0	6	83	1
07:15	2	0	1	0	3	2	45	14	1	62	0	3	6	0	9	2	7	0	1	10	84	2
07:30	1	0	3	0	4	9	53	16	0	78	0	3	2	0	5	2	9	0	0	11	98	0
07:45	2	2	0	0	4	10	42	17	2	71	0	4	3	0	7	3	5	0	0	8	90	2
Total	7	4	4	0	15	29	186	63	4	282	0	12	11	0	23	7	27	0	1	35	355	5
08:00	5	0	0	0	5	15	36	16	3	70	0	4	2	0	6	7	11	0	1	19	100	4
08:15	3	1	0	0	4	9	58	28	2	97	3	7	2	0	12	4	13	1	0	18	131	2
08:30	4	2	1	0	7	10	55	24	3	92	2	8	2	0	12	1	12	1	1	15	126	4
08:45	3	2	2	0	7	11	74	32	2	119	0	6	9	0	15	0	17	2	1	20	161	3
Total	15	5	3	0	23	45	223	100	10	378	5	25	15	0	45	12	53	4	3	72	518	13
16:00	13	8	2	0	23	5	13	6	4	28	1	7	13	0	21	4	28	4	0	36	108	4
16:15	16	6	4	0	26	6	11	3	2	22	1	4	8	0	13	2	24	1	0	27	88	2
16:30	17	9	2	0	28	7	16	3	5	31	0	4	18	0	22	1	36	3	1	41	122	6
16:45	23	11	0	0	34	8	20	4	10	42	1	2	21	0	24	1	42	2	1	46	146	11
Total	69	34	8	0	111	26	60	16	21	123	3	17	60	0	80	8	130	10	2	150	464	23
17:00	24	9	1	0	34	5	27	0	5	37	2	2	20	0	24	1	71	1	1	74	169	6
17:15	31	8	1	0	40	5	17	6	2	30	0	3	14	0	17	2	67	6	1	76	163	3
17:30	37	13	2	0	52	12	17	3	4	36	0	2	20	0	22	0	54	3	0	57	167	4
17:45	16	11	3	0	30	11	14	7	3	35	1	2	9	0	12	1	71	4	0	76	153	3
Total	108	41	7	0	156	33	75	16	14	138	3	9	63	0	75	4	263	14	2	283	652	16
Grand Total	199	84	22	0	305	133	544	195	49	921	11	63	149	0	223	31	473	28	8	540	1989	57
Apprch %	65.2%	27.5%	7.2%	0.0%		14.4%	59.1%	21.2%	5.3%		4.9%	28.3%	66.8%	0.0%		5.7%	87.6%	5.2%	1.5%			
Total %	10.0%	4.2%	1.1%	0.0%	15.3%	6.7%	27.4%	9.8%	2.5%	46.3%	0.6%	3.2%	7.5%	0.0%	11.2%	1.6%	23.8%	1.4%	0.4%	27.1%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-010 Bordeaux Drive-Java Drive.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	5	0	0	0	5	15	36	16	3	70	0	4	2	0	6	7	11	0	1	19	100
08:15	3	1	0	0	4	9	58	28	2	97	3	7	2	0	12	4	13	1	0	18	131
08:30	4	2	1	0	7	10	55	24	3	92	2	8	2	0	12	1	12	1	1	15	126
08:45	3	2	2	0	7	11	74	32	2	119	0	6	9	0	15	0	17	2	1	20	161
Total Volume	15	5	3	0	23	45	223	100	10	378	5	25	15	0	45	12	53	4	3	72	518
% App Total	65.2%	21.7%	13.0%	0.0%		11.9%	59.0%	26.5%	2.6%		11.1%	55.6%	33.3%	0.0%		16.7%	73.6%	5.6%	4.2%		
PHF	.750	.625	.375	.000	.821	.750	.753	.781	.833	.794	.417	.781	.417	.000	.750	.429	.779	.500	.750	.900	.804

PM PEAK HOUR	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	24	9	1	0	34	5	27	0	5	37	2	2	20	0	24	1	71	1	1	74	169
17:15	31	8	1	0	40	5	17	6	2	30	0	3	14	0	17	2	67	6	1	76	163
17:30	37	13	2	0	52	12	17	3	4	36	0	2	20	0	22	0	54	3	0	57	167
17:45	16	11	3	0	30	11	14	7	3	35	1	2	9	0	12	1	71	4	0	76	153
Total Volume	108	41	7	0	156	33	75	16	14	138	3	9	63	0	75	4	263	14	2	283	652
% App Total	69.2%	26.3%	4.5%	0.0%		23.9%	54.3%	11.6%	10.1%		4.0%	12.0%	84.0%	0.0%		1.4%	92.9%	4.9%	0.7%		
PHF	.730	.788	.583	.000	.750	.688	.694	.571	.700	.932	.375	.750	.788	.000	.781	.500	.926	.583	.500	.931	.964

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-010 Bordeaux Drive-Java Drive.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	2
07:30	0	0	0	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	4	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	0	1	10
Total	0	0	0	8	0	0	2	1	0	3	0	1	1	2	2	0	0	0	4	0	5	14
08:00	0	0	0	2	0	0	2	0	0	2	0	1	0	0	1	0	1	0	1	1	4	3
08:15	0	0	0	7	0	0	2	0	4	2	0	1	0	1	1	0	0	0	0	0	3	12
08:30	0	0	0	1	0	0	0	1	2	1	0	2	0	0	2	0	0	0	1	0	3	4
08:45	0	0	0	4	0	0	1	1	3	2	0	2	0	1	2	0	0	0	1	0	4	9
Total	0	0	0	14	0	0	5	2	9	7	0	6	0	2	6	0	1	0	3	1	14	28
16:00	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	1	1	4
16:15	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
16:30	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
16:45	0	1	0	0	1	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	2	3
Total	1	1	0	6	2	0	0	0	8	0	0	0	1	1	1	0	1	0	0	1	4	15
17:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
17:15	0	1	0	1	1	0	1	0	2	1	0	0	0	0	0	0	2	0	0	2	4	3
17:30	0	2	0	1	2	1	0	0	2	1	0	0	0	0	0	0	0	1	0	1	4	3
17:45	0	0	0	4	0	1	0	0	2	1	0	0	0	0	0	0	0	1	0	1	2	6
Total	0	3	0	6	3	3	1	0	6	4	0	0	0	0	0	0	4	2	0	6	13	12
Grand Total	1	4	0	34	5	3	8	3	23	14	0	7	2	5	9	0	6	2	7	8	36	69
Apprch %	20.0%	80.0%	0.0%			21.4%	57.1%	21.4%			0.0%	77.8%	22.2%			0.0%	75.0%	25.0%				
Total %	2.8%	11.1%	0.0%		13.9%	8.3%	22.2%	8.3%		38.9%	0.0%	19.4%	5.6%		25.0%	0.0%	16.7%	5.6%		22.2%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-010 Bordeaux Drive-Java Drive.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	2	0	0	2	0	0	2	0	1	0	0	1	0	1	0	1	1	4
08:15	0	0	0	7	0	0	2	0	4	2	0	1	0	1	1	0	0	0	0	0	3
08:30	0	0	0	1	0	0	0	1	2	1	0	2	0	0	2	0	0	0	1	0	3
08:45	0	0	0	4	0	0	1	1	3	2	0	2	0	1	2	0	0	0	1	0	4
Total Volume	0	0	0	14	0	0	5	2	9	7	0	6	0	2	6	0	1	0	3	1	14
% App Total	0.0%	0.0%	0.0%			0.0%	71.4%	28.6%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.625	.500		.875	.000	.750	.000		.750	.000	.250	.000		.250	.875

PM PEAK HOUR	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
17:15	0	1	0	1	1	0	1	0	2	1	0	0	0	0	0	0	2	0	0	2	4
17:30	0	2	0	1	2	1	0	0	2	1	0	0	0	0	0	0	0	1	0	1	4
17:45	0	0	0	4	0	1	0	0	2	1	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	3	0	6	3	3	1	0	6	4	0	0	0	0	0	0	4	2	0	6	13
% App Total	0.0%	100.0%	0.0%			75.0%	25.0%	0.0%			0.0%	0.0%	0.0%			0.0%	66.7%	33.3%			
PHF	.000	.375	.000		.375	.750	.250	.000		1.000	.000	.000	.000		.000	.000	.500	.500		.750	.813

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-010 Bordeaux Drive-Java Drive.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	6	0
07:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5	0
07:30	0	0	1	0	1	2	3	1	0	6	0	0	2	0	2	0	1	0	0	1	10	0
07:45	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	1	1	0	2	6	8	1	0	15	0	0	3	0	3	0	4	0	0	4	24	0
08:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
08:15	1	0	0	0	1	0	2	0	0	2	1	0	1	0	2	0	0	1	0	1	6	0
08:30	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4	0
08:45	1	0	0	0	1	1	6	0	0	7	0	1	2	0	3	0	1	0	0	1	12	0
Total	3	0	0	0	3	1	11	0	0	12	2	1	3	0	6	0	2	1	0	3	24	0
16:00	1	0	0	0	1	0	1	2	0	3	1	4	0	0	5	1	3	0	0	4	13	0
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	0
16:30	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	6	0
16:45	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	0	0	5	7	0
Total	1	0	0	0	1	0	3	2	0	5	2	8	0	0	10	2	12	0	0	14	30	0
17:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	6	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	13	0	0	13	15	0
Grand Total	4	1	1	0	6	7	23	3	0	33	4	10	6	0	20	2	31	1	0	34	93	0
Apprch %	66.7%	16.7%	16.7%			21.2%	69.7%	9.1%			20.0%	50.0%	30.0%			5.9%	91.2%	2.9%				
Total %	4.3%	1.1%	1.1%		6.5%	7.5%	24.7%	3.2%		35.5%	4.3%	10.8%	6.5%		21.5%	2.2%	33.3%	1.1%		36.6%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-010 Bordeaux Drive-Java Drive.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

AM PEAK HOUR	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15	1	0	0	0	1	0	2	0	0	2	1	0	1	0	2	0	0	1	0	1	6
08:30	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
08:45	1	0	0	0	1	1	6	0	0	7	0	1	2	0	3	0	1	0	0	1	12
Total Volume	3	0	0	0	3	1	11	0	0	12	2	1	3	0	6	0	2	1	0	3	24
% App Total	100.0%	0.0%	0.0%	0.0%		8.3%	91.7%	0.0%	0.0%		33.3%	16.7%	50.0%	0.0%		0.0%	66.7%	33.3%	0.0%		
PHF	.750	.000	.000		.750	.250	.458	.000		.429	.500	.250	.375		.500	.000	.500	.250		.750	.500

PM PEAK HOUR	Bordeaux Drive Southbound					Java Drive Westbound					Bordeaux Drive Northbound					Java Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	13	0	0	13	15
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.250	.000		.250	.000	.650	.000		.650	.625

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-011 Bordeaux Drive-5th Avenue.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	6	2	0	8	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	15	0
07:15	0	1	1	0	2	0	0	0	0	0	4	8	0	1	13	1	0	2	0	3	18	1
07:30	0	3	3	0	6	0	0	0	0	0	1	3	0	0	4	2	0	2	0	4	14	0
07:45	0	6	3	0	9	0	0	0	0	0	2	4	0	0	6	7	0	3	1	11	26	1
Total	0	16	9	0	25	0	0	0	0	0	9	19	0	1	29	11	0	7	1	19	73	2
08:00	0	4	8	0	12	0	0	0	0	0	10	8	0	0	18	5	0	7	0	12	42	0
08:15	0	4	6	0	10	0	0	0	0	0	5	11	0	0	16	4	0	1	0	5	31	0
08:30	0	6	5	0	11	0	0	0	0	0	6	10	0	0	16	4	0	2	0	6	33	0
08:45	0	6	7	0	13	0	0	0	0	0	5	13	0	0	18	6	0	6	0	12	43	0
Total	0	20	26	0	46	0	0	0	0	0	26	42	0	0	68	19	0	16	0	35	149	0
16:00	0	14	5	0	19	0	0	0	0	0	1	5	0	0	6	14	0	7	0	21	46	0
16:15	0	15	3	0	18	0	0	0	0	0	4	11	0	0	15	3	0	5	0	8	41	0
16:30	0	16	5	0	21	0	0	0	0	0	4	10	0	0	14	8	0	3	0	11	46	0
16:45	0	21	4	0	25	0	0	0	0	0	4	6	0	0	10	15	0	7	0	22	57	0
Total	0	66	17	0	83	0	0	0	0	0	13	32	0	0	45	40	0	22	0	62	190	0
17:00	0	15	6	0	21	0	0	0	0	0	6	7	0	0	13	17	0	10	0	27	61	0
17:15	0	15	5	0	20	0	0	0	0	0	3	6	0	0	9	7	0	5	0	12	41	0
17:30	0	28	4	0	32	0	0	0	0	0	0	8	0	0	8	14	0	16	0	30	70	0
17:45	0	21	6	0	27	0	0	0	0	0	3	5	0	0	8	4	0	7	0	11	46	0
Total	0	79	21	0	100	0	0	0	0	0	12	26	0	0	38	42	0	38	0	80	218	0
Grand Total	0	181	73	0	254	0	0	0	0	0	60	119	0	1	180	112	0	83	1	196	630	2
Apprch %	0.0%	71.3%	28.7%	0.0%		0.0%	0.0%	0.0%	0.0%		33.3%	66.1%	0.0%	0.6%		57.1%	0.0%	42.3%	0.5%			
Total %	0.0%	28.7%	11.6%	0.0%	40.3%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	18.9%	0.0%	0.2%	28.6%	17.8%	0.0%	13.2%	0.2%	31.1%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-011 Bordeaux Drive-5th Avenue.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	4	8	0	12	0	0	0	0	0	10	8	0	0	18	5	0	7	0	12	42
08:15	0	4	6	0	10	0	0	0	0	0	5	11	0	0	16	4	0	1	0	5	31
08:30	0	6	5	0	11	0	0	0	0	0	6	10	0	0	16	4	0	2	0	6	33
08:45	0	6	7	0	13	0	0	0	0	0	5	13	0	0	18	6	0	6	0	12	43
Total Volume	0	20	26	0	46	0	0	0	0	0	26	42	0	0	68	19	0	16	0	35	149
% App Total	0.0%	43.5%	56.5%	0.0%		0.0%	0.0%	0.0%	0.0%		38.2%	61.8%	0.0%	0.0%		54.3%	0.0%	45.7%	0.0%		
PHF	.000	.833	.813	.000	.885	.000	.000	.000	.000	.000	.650	.808	.000	.000	.944	.792	.000	.571	.000	.729	.866

PM PEAK HOUR	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	21	4	0	25	0	0	0	0	0	4	6	0	0	10	15	0	7	0	22	57
17:00	0	15	6	0	21	0	0	0	0	0	6	7	0	0	13	17	0	10	0	27	61
17:15	0	15	5	0	20	0	0	0	0	0	3	6	0	0	9	7	0	5	0	12	41
17:30	0	28	4	0	32	0	0	0	0	0	0	8	0	0	8	14	0	16	0	30	70
Total Volume	0	79	19	0	98	0	0	0	0	0	13	27	0	0	40	53	0	38	0	91	229
% App Total	0.0%	80.6%	19.4%	0.0%		0.0%	0.0%	0.0%	0.0%		32.5%	67.5%	0.0%	0.0%		58.2%	0.0%	41.8%	0.0%		
PHF	.000	.705	.792	.000	.766	.000	.000	.000	.000	.000	.542	.844	.000	.000	.769	.779	.000	.594	.000	.758	.818

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-011 Bordeaux Drive-5th Avenue.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	1	1	3	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3	0
08:30	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	3	1
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
Total	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	1	0	8	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1	4	5	1
17:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	0
17:30	0	3	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	1
17:45	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0
Total	0	5	3	1	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	12	1
Grand Total	0	6	3	1	9	0	0	0	0	0	3	7	0	0	10	2	0	7	3	9	28	4
Apprch %	0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			30.0%	70.0%	0.0%			22.2%	0.0%	77.8%				
Total %	0.0%	21.4%	10.7%		32.1%	0.0%	0.0%	0.0%		0.0%	10.7%	25.0%	0.0%		35.7%	7.1%	0.0%	25.0%		32.1%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-011 Bordeaux Drive-5th Avenue.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	1	0	8
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			25.0%	75.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.500	.750	.000		.667	.000	.000	.000		.000	.667

PM PEAK HOUR	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
17:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
17:30	0	3	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	5	2	1	7	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	12
% App Total	0.0%	71.4%	28.6%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			20.0%	0.0%	80.0%			
PHF	.000	.417	.500		.438	.000	.000	.000		.000	.000	.000	.000		.000	.250	.000	.500		.625	.600

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-011 Bordeaux Drive-5th Avenue.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	0
07:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	9	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	8	0
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	0	5	0	6	13	0
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3	0
16:15	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	10	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Grand Total	0	7	1	0	8	0	0	0	0	0	1	13	0	0	14	6	0	5	0	11	33	0
Apprch %	0.0%	87.5%	12.5%			0.0%	0.0%	0.0%			7.1%	92.9%	0.0%			54.5%	0.0%	45.5%				
Total %	0.0%	21.2%	3.0%		24.2%	0.0%	0.0%	0.0%		0.0%	3.0%	39.4%	0.0%		42.4%	18.2%	0.0%	15.2%		33.3%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-011 Bordeaux Drive-5th Avenue.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

AM PEAK HOUR	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	8
Total Volume	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	0	5	0	6	13
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			16.7%	0.0%	83.3%			
PHF	.000	.500	.000		.500	.000	.000	.000		.000	.000	.625	.000		.625	.250	.000	.313		.300	.406

PM PEAK HOUR	Bordeaux Drive Southbound					Westbound					Bordeaux Drive Northbound					5th Avenue Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.250	.000	.000		.250	.500

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-012 Bordeaux Drive-Moffett Park Drive.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	4	0	12	0	16	0	37	8	0	45	0	0	0	0	0	18	39	0	0	57	118	0
07:15	2	0	5	0	7	0	76	5	0	81	0	0	0	0	0	12	55	0	0	67	155	0
07:30	2	0	8	0	10	0	76	3	0	79	0	0	0	0	0	12	65	0	0	77	166	0
07:45	1	0	9	0	10	0	74	8	0	82	0	0	0	0	0	21	70	0	0	91	183	0
Total	9	0	34	0	43	0	263	24	0	287	0	0	0	0	0	63	229	0	0	292	622	0
08:00	1	0	5	0	6	0	67	9	0	76	0	0	0	0	0	18	66	0	0	84	166	0
08:15	3	0	5	0	8	0	69	7	0	76	0	0	0	0	0	20	85	0	2	107	191	2
08:30	0	0	9	0	9	0	90	6	0	96	0	0	0	0	0	29	81	0	0	110	215	0
08:45	1	0	11	0	12	0	95	4	0	99	0	0	0	0	0	24	81	0	0	105	216	0
Total	5	0	30	0	35	0	321	26	0	347	0	0	0	0	0	91	313	0	2	406	788	2
16:00	4	0	38	0	42	0	68	2	0	70	0	0	0	0	0	16	37	0	0	53	165	0
16:15	3	0	39	0	42	0	40	3	0	43	0	0	0	0	0	11	39	0	0	50	135	0
16:30	13	0	58	0	71	0	48	2	0	50	0	0	0	0	0	11	37	0	0	48	169	0
16:45	3	0	38	0	41	0	59	1	0	60	0	0	0	0	0	12	54	0	1	67	168	1
Total	23	0	173	0	196	0	215	8	0	223	0	0	0	0	0	50	167	0	1	218	637	1
17:00	9	0	35	0	44	0	79	3	0	82	0	0	0	0	0	9	66	0	0	75	201	0
17:15	3	0	29	0	32	0	84	0	0	84	0	0	0	0	0	9	89	0	1	99	215	1
17:30	6	0	46	0	52	0	86	2	0	88	0	0	0	0	0	8	77	0	0	85	225	0
17:45	7	0	32	0	39	0	60	3	0	63	0	0	0	0	0	11	75	0	0	86	188	0
Total	25	0	142	0	167	0	309	8	0	317	0	0	0	0	0	37	307	0	1	345	829	1
Grand Total	62	0	379	0	441	0	1108	66	0	1174	0	0	0	0	0	241	1016	0	4	1261	2876	4
Apprch %	14.1%	0.0%	85.9%	0.0%		0.0%	94.4%	5.6%	0.0%		0.0%	0.0%	0.0%	0.0%		19.1%	80.6%	0.0%	0.3%			
Total %	2.2%	0.0%	13.2%	0.0%	15.3%	0.0%	38.5%	2.3%	0.0%	40.8%	0.0%	0.0%	0.0%	0.0%	0.0%	8.4%	35.3%	0.0%	0.1%	43.8%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-012 Bordeaux Drive-Moffett Park Drive.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	0	5	0	6	0	67	9	0	76	0	0	0	0	0	18	66	0	0	84	166
08:15	3	0	5	0	8	0	69	7	0	76	0	0	0	0	0	20	85	0	2	107	191
08:30	0	0	9	0	9	0	90	6	0	96	0	0	0	0	0	29	81	0	0	110	215
08:45	1	0	11	0	12	0	95	4	0	99	0	0	0	0	0	24	81	0	0	105	216
Total Volume	5	0	30	0	35	0	321	26	0	347	0	0	0	0	0	91	313	0	2	406	788
% App Total	14.3%	0.0%	85.7%	0.0%		0.0%	92.5%	7.5%	0.0%		0.0%	0.0%	0.0%	0.0%		22.4%	77.1%	0.0%	0.5%		
PHF	.417	.000	.682	.000	.729	.000	.845	.722	.000	.876	.000	.000	.000	.000	.000	.784	.921	.000	.250	.923	.912

PM PEAK HOUR	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	9	0	35	0	44	0	79	3	0	82	0	0	0	0	0	9	66	0	0	75	201
17:15	3	0	29	0	32	0	84	0	0	84	0	0	0	0	0	9	89	0	1	99	215
17:30	6	0	46	0	52	0	86	2	0	88	0	0	0	0	0	8	77	0	0	85	225
17:45	7	0	32	0	39	0	60	3	0	63	0	0	0	0	0	11	75	0	0	86	188
Total Volume	25	0	142	0	167	0	309	8	0	317	0	0	0	0	0	37	307	0	1	345	829
% App Total	15.0%	0.0%	85.0%	0.0%		0.0%	97.5%	2.5%	0.0%		0.0%	0.0%	0.0%	0.0%		10.7%	89.0%	0.0%	0.3%		
PHF	.694	.000	.772	.000	.803	.000	.898	.667	.000	.901	.000	.000	.000	.000	.000	.841	.862	.000	.250	.871	.921

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-012 Bordeaux Drive-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5	0
07:15	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	10	0
07:30	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	11	0
07:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	0
Total	0	0	0	0	0	0	19	4	0	23	0	0	0	0	0	0	10	0	0	10	33	0
08:00	0	0	0	0	0	0	7	4	0	11	0	0	0	0	0	0	5	0	0	5	16	0
08:15	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	0	4	0	0	4	17	0
08:30	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	4	0	0	4	14	0
08:45	0	0	0	0	0	0	8	5	0	13	0	0	0	0	0	0	6	0	0	6	19	0
Total	0	0	0	0	0	0	33	14	0	47	0	0	0	0	0	0	19	0	0	19	66	0
16:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6	0
16:15	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	9	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
16:45	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	0
Total	6	0	0	0	6	0	2	0	0	2	0	0	0	0	0	0	14	0	0	14	22	0
17:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12	0
17:15	3	0	1	0	4	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	12	0
17:30	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	15	0
17:45	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	11	0
Total	10	0	1	0	11	0	14	0	0	14	0	0	0	0	0	0	25	0	0	25	50	0
Grand Total	16	0	1	0	17	0	68	18	0	86	0	0	0	0	0	0	68	0	0	68	171	0
Apprch %	94.1%	0.0%	5.9%			0.0%	79.1%	20.9%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	9.4%	0.0%	0.6%		9.9%	0.0%	39.8%	10.5%		50.3%	0.0%	0.0%	0.0%		0.0%	0.0%	39.8%	0.0%		39.8%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-012 Bordeaux Drive-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	7	4	0	11	0	0	0	0	0	0	5	0	0	5	16
08:15	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	0	4	0	0	4	17
08:30	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	4	0	0	4	14
08:45	0	0	0	0	0	0	8	5	0	13	0	0	0	0	0	0	6	0	0	6	19
Total Volume	0	0	0	0	0	0	33	14	0	47	0	0	0	0	0	0	19	0	0	19	66
% App Total	0.0%	0.0%	0.0%			0.0%	70.2%	29.8%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.825	.700		.904	.000	.000	.000		.000	.000	.792	.000		.792	.868

PM PEAK HOUR	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12
17:15	3	0	1	0	4	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	12
17:30	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	15
17:45	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	11
Total Volume	10	0	1	0	11	0	14	0	0	14	0	0	0	0	0	0	25	0	0	25	50
% App Total	90.9%	0.0%	9.1%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.625	.000	.250		.688	.000	.875	.000		.875	.000	.000	.000		.000	.000	.781	.000		.781	.833

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-012 Bordeaux Drive-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	1	0	2	0	3	0	3	2	0	5	0	0	0	0	0	2	1	0	0	3	11	0
07:15	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	1	2	0	0	3	12	0
07:30	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	10	0
07:45	1	0	3	0	4	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	11	0
Total	2	0	8	0	10	0	16	7	0	23	0	0	0	0	0	4	7	0	0	11	44	0
08:00	1	0	1	0	2	0	4	2	0	6	0	0	0	0	0	0	1	0	0	1	9	0
08:15	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	0	7	0	0	7	12	0
08:30	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11	0
08:45	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	16	0
Total	4	0	4	0	8	0	21	3	0	24	0	0	0	0	0	0	16	0	0	16	48	0
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	3	0
16:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5	0
16:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	1	0	1	0	1	3	0	4	0	0	0	0	0	3	2	0	0	5	10	0
17:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5	0
Grand Total	6	0	14	0	20	0	40	13	0	53	0	0	0	0	0	7	27	0	0	34	107	0
Apprch %	30.0%	0.0%	70.0%			0.0%	75.5%	24.5%			0.0%	0.0%	0.0%			20.6%	79.4%	0.0%				
Total %	5.6%	0.0%	13.1%		18.7%	0.0%	37.4%	12.1%		49.5%	0.0%	0.0%	0.0%		0.0%	6.5%	25.2%	0.0%		31.8%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-012 Bordeaux Drive-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

AM PEAK HOUR	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	0	1	0	2	0	4	2	0	6	0	0	0	0	0	0	1	0	0	1	9
08:15	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	0	7	0	0	7	12
08:30	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11
08:45	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	16
Total Volume	4	0	4	0	8	0	21	3	0	24	0	0	0	0	0	0	16	0	0	16	48
% App Total	50.0%	0.0%	50.0%			0.0%	87.5%	12.5%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.333	.000	.500		.667	.000	.525	.375		.600	.000	.000	.000		.000	.000	.571	.000		.571	.750

PM PEAK HOUR	Bordeaux Drive Southbound					Moffett Park Drive Westbound					Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
% App Total	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.250		.250	.000	.500	.000		.500	.000	.000	.000		.000	.000	.500	.000		.500	.625

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 11/18/2014

Page No : 1

Groups Printed- Vehicles

	INNOVATION WAY Southbound					W MOFFETT PARK DR Westbound					Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	0	0	0	3	18	93	0	0	111	0	0	0	0	0	0	18	6	0	24	138
07:15 AM	6	0	0	0	6	13	120	0	0	133	0	0	0	0	0	0	16	4	0	20	159
07:30 AM	4	0	3	0	7	29	152	0	0	181	0	0	0	0	0	0	10	10	0	20	208
07:45 AM	11	0	9	0	20	17	193	0	0	210	0	0	0	0	0	0	19	14	0	33	263
Total	24	0	12	0	36	77	558	0	0	635	0	0	0	0	0	0	63	34	0	97	768
08:00 AM	14	0	1	0	15	32	200	0	0	232	0	0	0	0	0	0	15	7	0	22	269
08:15 AM	14	0	2	0	16	28	184	0	0	212	0	0	0	0	0	0	25	13	0	38	266
08:30 AM	9	0	4	0	13	36	205	0	0	241	0	0	0	0	0	0	23	14	0	37	291
08:45 AM	23	0	13	0	36	38	200	0	0	238	0	0	0	0	0	0	39	15	0	54	328
Total	60	0	20	0	80	134	789	0	0	923	0	0	0	0	0	0	102	49	0	151	1154
Grand Total	84	0	32	0	116	211	1347	0	0	1558	0	0	0	0	0	0	165	83	0	248	1922
Apprch %	72.4	0	27.6	0		13.5	86.5	0	0		0	0	0	0	0	0	66.5	33.5	0		
Total %	4.4	0	1.7	0	6	11	70.1	0	0	81.1	0	0	0	0	0	0	8.6	4.3	0	12.9	

	INNOVATION WAY Southbound				W MOFFETT PARK DR Westbound				Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	14	0	1	15	32	200	0	232	0	0	0	0	0	15	7	22	269
08:15 AM	14	0	2	16	28	184	0	212	0	0	0	0	0	25	13	38	266
08:30 AM	9	0	4	13	36	205	0	241	0	0	0	0	0	23	14	37	291
08:45 AM	23	0	13	36	38	200	0	238	0	0	0	0	0	39	15	54	328
Total Volume	60	0	20	80	134	789	0	923	0	0	0	0	0	102	49	151	1154
% App. Total	75	0	25		14.5	85.5	0		0	0	0		0	67.5	32.5		
PHF	.652	.000	.385	.556	.882	.962	.000	.957	.000	.000	.000	.000	.000	.654	.817	.699	.880

Traffic Data Service

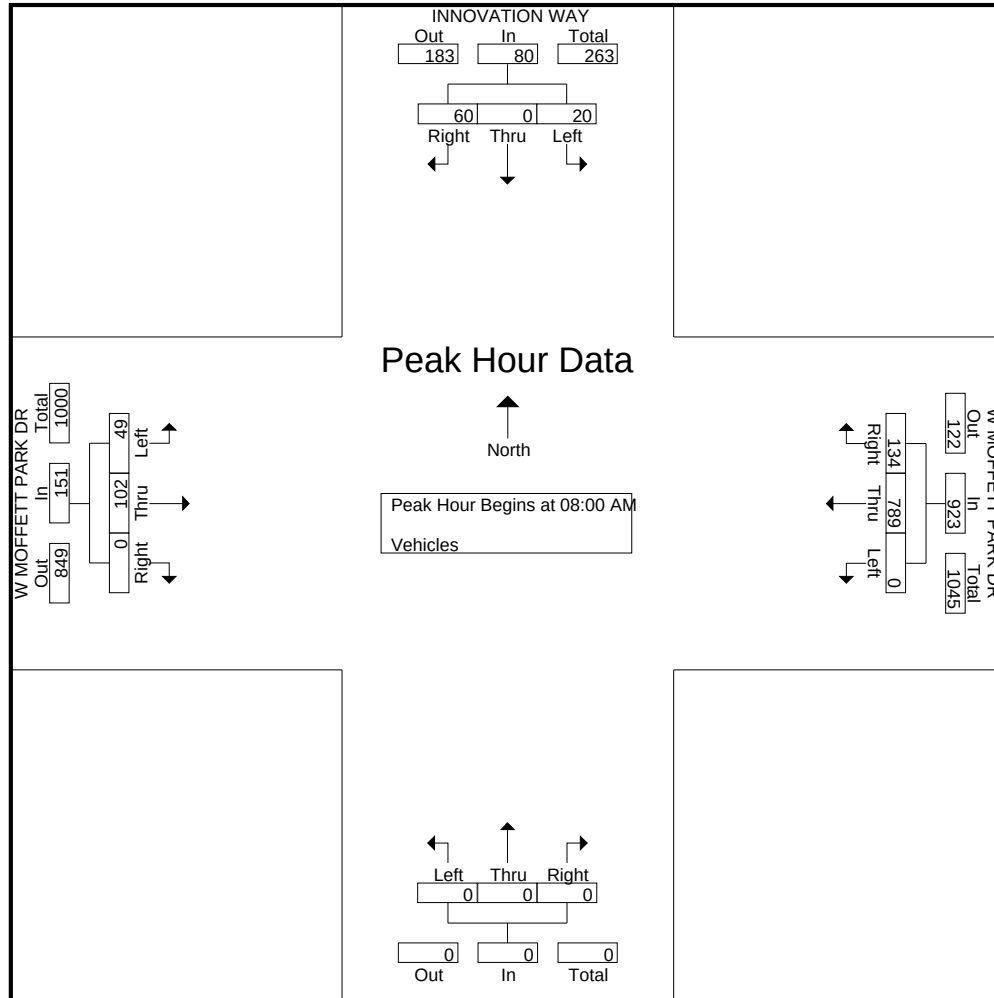
Campbell, CA
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File Name : 1AM FINAL

Site Code : 00000001

Start Date : 11/18/2014

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File Name : 1AM FINAL

Site Code : 00000001

Start Date : 11/18/2014

Page No : 1

Groups Printed- Bikes

	INNOVATION WAY Southbound					W MOFFETT PARK DR Westbound					Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	8	0	0	8	25
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	10
Total	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	17	0	0	17	29
Grand Total	0	0	0	0	0	2	27	0	0	29	0	0	0	0	0	0	25	0	0	25	54
Apprch %	0	0	0	0		6.9	93.1	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0		3.7	50	0	0	53.7	0	0	0	0		0	46.3	0	0	46.3	

	INNOVATION WAY Southbound				W MOFFETT PARK DR Westbound				Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	15	0	15	33
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.536	.000	.536	.917

Traffic Data Service

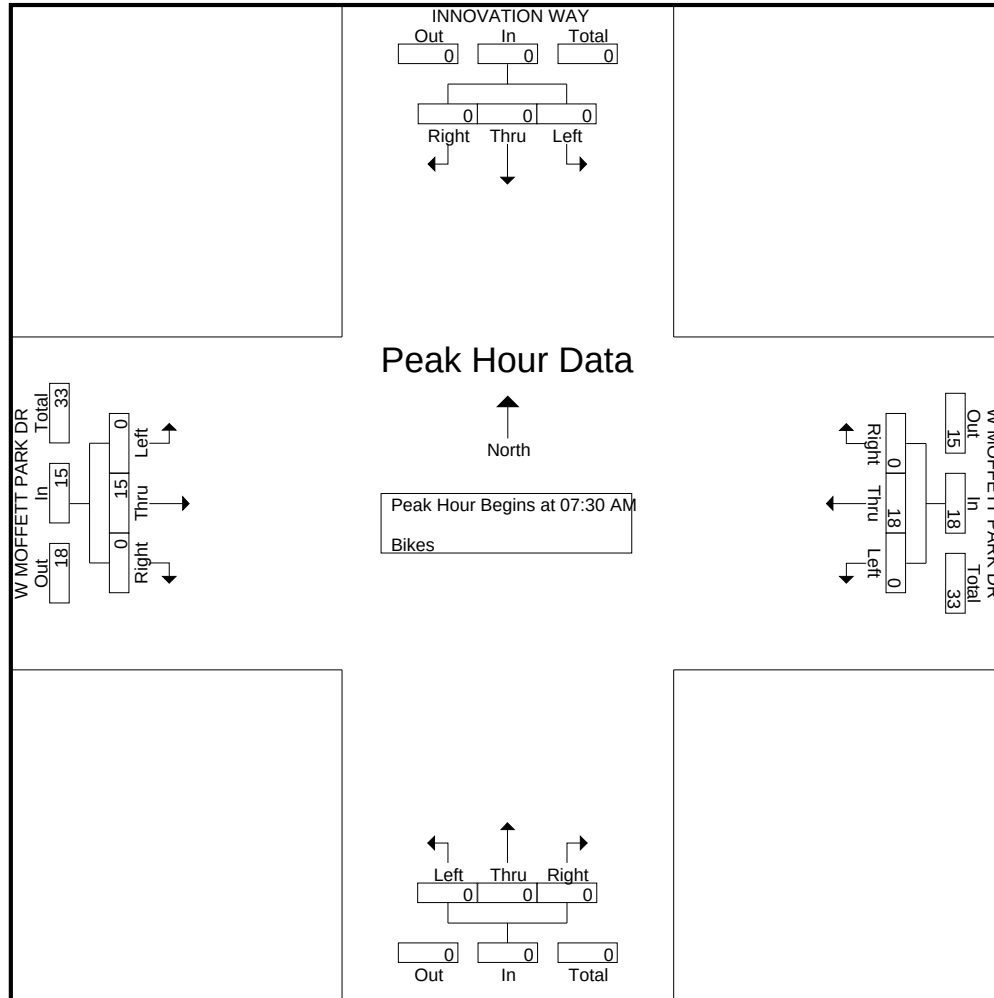
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Site Code : 00000001

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Site Code : 00000001

Start Date : 11/18/2014

Page No : 1

Groups Printed- Vehicles

	INNOVATION WAY Southbound					W MOFFETT PARK DR Westbound					Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	25	0	33	0	58	2	41	0	0	43	0	0	0	0	0	0	161	5	0	166	267
04:45 PM	17	0	49	0	66	4	56	0	0	60	0	0	0	0	0	0	166	2	0	168	294
Total	42	0	82	0	124	6	97	0	0	103	0	0	0	0	0	0	327	7	0	334	561
05:00 PM	31	0	47	0	78	3	68	0	0	71	0	0	0	0	0	0	192	1	0	193	342
05:15 PM	27	0	35	0	62	4	81	0	0	85	0	0	0	0	0	0	224	8	0	232	379
05:30 PM	32	0	22	0	54	6	81	0	0	87	0	0	0	0	0	0	123	5	0	128	269
05:45 PM	25	0	35	0	60	3	98	0	0	101	0	0	0	0	0	0	148	5	0	153	314
Total	115	0	139	0	254	16	328	0	0	344	0	0	0	0	0	0	687	19	0	706	1304
06:00 PM	31	0	34	0	65	3	82	0	0	85	0	0	0	0	0	0	120	3	0	123	273
06:15 PM	18	0	20	0	38	3	70	0	0	73	0	0	0	0	0	0	136	2	0	138	249
Grand Total	206	0	275	0	481	28	577	0	0	605	0	0	0	0	0	0	1270	31	0	1301	2387
Apprch %	42.8	0	57.2	0		4.6	95.4	0	0		0	0	0	0	0	0	97.6	2.4	0		
Total %	8.6	0	11.5	0	20.2	1.2	24.2	0	0	25.3	0	0	0	0	0	0	53.2	1.3	0	54.5	

	INNOVATION WAY Southbound				W MOFFETT PARK DR Westbound				Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	0	47	78	3	68	0	71	0	0	0	0	0	192	1	193	342
05:15 PM	27	0	35	62	4	81	0	85	0	0	0	0	0	224	8	232	379
05:30 PM	32	0	22	54	6	81	0	87	0	0	0	0	0	123	5	128	269
05:45 PM	25	0	35	60	3	98	0	101	0	0	0	0	0	148	5	153	314
Total Volume	115	0	139	254	16	328	0	344	0	0	0	0	0	687	19	706	1304
% App. Total	45.3	0	54.7		4.7	95.3	0		0	0	0	0	0	97.3	2.7		
PHF	.898	.000	.739	.814	.667	.837	.000	.851	.000	.000	.000	.000	.000	.767	.594	.761	.860

Traffic Data Service

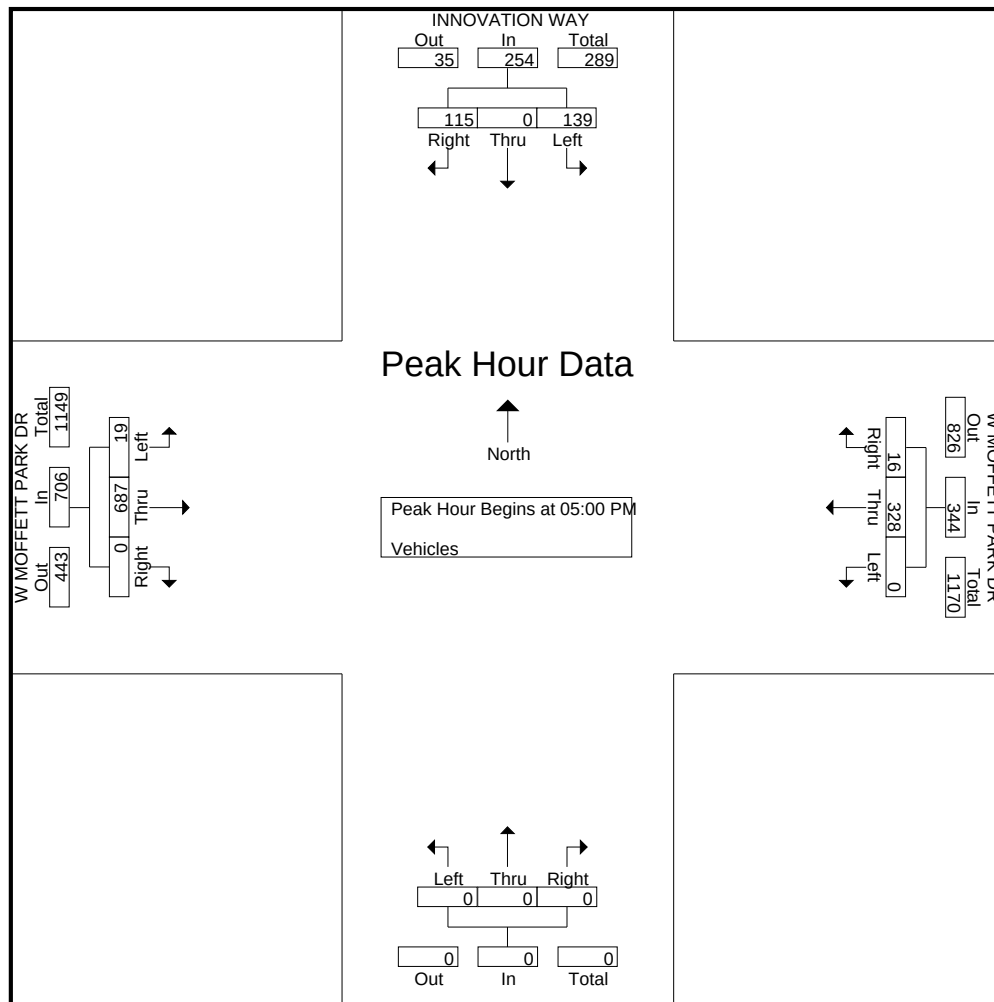
Campbell, CA
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File Name : 1PM FINAL

Site Code : 00000001

Start Date : 11/18/2014

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 1PM FINAL

Site Code : 00000001

Start Date : 11/18/2014

Page No : 1

Groups Printed- Bikes

	INNOVATION WAY Southbound					W MOFFETT PARK DR Westbound					Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	10
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	17
06:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	3	0	3	0	20	0	0	20	0	0	0	0	0	0	7	0	0	7	30
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	10	0	10	0	66.7	0	0	66.7	0	0	0	0	0	0	23.3	0	0	23.3	

	INNOVATION WAY Southbound				W MOFFETT PARK DR Westbound				Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	2	2	0	4	0	4	0	0	0	0	0	4	0	4	10
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	2	2	0	13	0	13	0	0	0	0	0	4	0	4	19
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.813	.000	.813	.000	.000	.000	.000	.000	.250	.000	.250	.475

Traffic Data Service

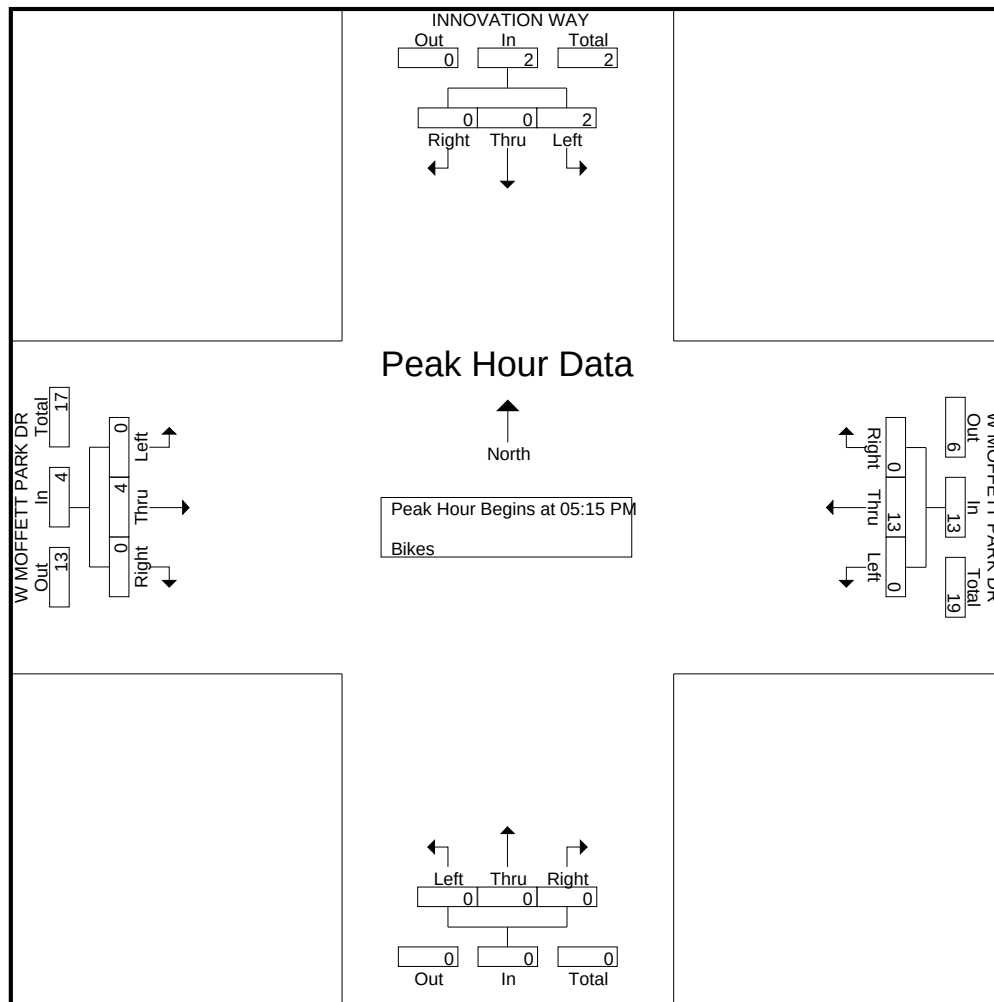
Campbell, CA
 (408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 11/18/2014

Page No : 2



ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-013 US 101 NB On-Ramp-Moffett Park Drive.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	0	0	0	0	20	106	0	0	126	0	0	0	0	0	0	28	0	0	28	154	0
07:15	0	0	0	0	0	33	121	0	0	154	0	0	0	0	0	0	33	2	0	35	189	0
07:30	0	0	0	0	0	22	164	0	0	186	0	0	0	0	0	0	24	1	0	25	211	0
07:45	0	0	0	0	0	23	181	0	0	204	0	0	0	0	0	0	33	1	0	34	238	0
Total	0	0	0	0	0	98	572	0	0	670	0	0	0	0	0	0	118	4	0	122	792	0
08:00	0	0	0	0	0	24	184	0	0	208	0	0	0	0	0	0	27	1	0	28	236	0
08:15	0	0	0	0	0	20	149	0	0	169	0	0	0	0	0	0	47	6	0	53	222	0
08:30	0	0	0	0	0	19	175	0	0	194	0	0	0	0	0	0	74	0	3	77	271	3
08:45	0	0	0	0	0	19	200	0	0	219	0	0	0	0	0	0	97	0	4	101	320	4
Total	0	0	0	0	0	82	708	0	0	790	0	0	0	0	0	0	245	7	7	259	1049	7
16:00	0	0	0	0	0	54	30	0	0	84	0	0	0	0	0	0	122	27	0	149	233	0
16:15	0	0	0	0	0	55	38	0	0	93	0	0	0	0	0	0	131	21	0	152	245	0
16:30	0	0	0	0	0	67	21	0	0	88	0	0	0	0	0	0	106	31	0	137	225	0
16:45	0	0	0	0	0	66	26	0	0	92	0	0	0	0	0	0	152	28	0	180	272	0
Total	0	0	0	0	0	242	115	0	0	357	0	0	0	0	0	0	511	107	0	618	975	0
17:00	0	0	0	0	0	98	39	0	0	137	0	0	0	0	0	0	164	35	0	199	336	0
17:15	0	0	0	0	0	91	55	0	0	146	0	0	0	0	0	0	159	27	0	186	332	0
17:30	0	0	0	0	0	78	44	0	0	122	0	0	0	0	0	0	140	35	0	175	297	0
17:45	0	0	0	0	0	71	43	0	0	114	0	0	0	0	0	0	126	27	0	153	267	0
Total	0	0	0	0	0	338	181	0	0	519	0	0	0	0	0	0	589	124	0	713	1232	0
Grand Total	0	0	0	0	0	760	1576	0	0	2336	0	0	0	0	0	0	1463	242	7	1712	4048	7
Apprch %	0.0%	0.0%	0.0%	0.0%		32.5%	67.5%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	85.5%	14.1%	0.4%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	18.8%	38.9%	0.0%	0.0%	57.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.1%	6.0%	0.2%	42.3%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-013 US 101 NB On-Ramp-Moffett Park Drive.ppd

Date : 6/2/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	24	184	0	0	208	0	0	0	0	0	0	27	1	0	28	236
08:15	0	0	0	0	0	20	149	0	0	169	0	0	0	0	0	0	47	6	0	53	222
08:30	0	0	0	0	0	19	175	0	0	194	0	0	0	0	0	0	74	0	3	77	271
08:45	0	0	0	0	0	19	200	0	0	219	0	0	0	0	0	0	97	0	4	101	320
Total Volume	0	0	0	0	0	82	708	0	0	790	0	0	0	0	0	0	245	7	7	259	1049
% App Total	0.0%	0.0%	0.0%	0.0%		10.4%	89.6%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	94.6%	2.7%	2.7%		
PHF	.000	.000	.000	.000	.000	.854	.885	.000	.000	.902	.000	.000	.000	.000	.000	.000	.631	.292	.438	.641	.820

PM PEAK HOUR	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	66	26	0	0	92	0	0	0	0	0	0	152	28	0	180	272
17:00	0	0	0	0	0	98	39	0	0	137	0	0	0	0	0	0	164	35	0	199	336
17:15	0	0	0	0	0	91	55	0	0	146	0	0	0	0	0	0	159	27	0	186	332
17:30	0	0	0	0	0	78	44	0	0	122	0	0	0	0	0	0	140	35	0	175	297
Total Volume	0	0	0	0	0	333	164	0	0	497	0	0	0	0	0	0	615	125	0	740	1237
% App Total	0.0%	0.0%	0.0%	0.0%		67.0%	33.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	83.1%	16.9%	0.0%		
PHF	.000	.000	.000	.000	.000	.849	.745	.000	.000	.851	.000	.000	.000	.000	.000	.000	.938	.893	.000	.930	.920

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale

All Vehicles on Unshifted

Peds & Bikes on Bank 1

Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-013 US 101 NB On-Ramp-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
07:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	0
07:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	0
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	0
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	23	0
08:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	0
08:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13	0
08:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	0
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	12	0
Total	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	29	0	0	29	46	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
16:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
16:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	0
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	20	0
17:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9	0
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	0
17:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	0
17:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	0
Total	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	33	0
Grand Total	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	71	0	0	71	122	0
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	41.8%	0.0%		41.8%	0.0%	0.0%	0.0%		0.0%	0.0%	58.2%	0.0%		58.2%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-013 US 101 NB On-Ramp-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
08:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13
08:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	12
Total Volume	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	29	0	0	29	46
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.708	.000		.708	.000	.000	.000		.000	.000	.659	.000		.659	.885

PM PEAK HOUR	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
17:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
17:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total Volume	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20	0	0	20	35
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.750	.000		.750	.000	.000	.000		.000	.000	.833	.000		.833	.972

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-013 US 101 NB On-Ramp-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total	Ped Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
07:00	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	1	0	0	1	9	0
07:15	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	2	0	0	2	9	0
07:30	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	1	1	0	2	8	0
07:45	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0
Total	0	0	0	0	0	13	16	0	0	29	0	0	0	0	0	0	4	1	0	5	34	0
08:00	0	0	0	0	0	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0
08:15	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	6	0
08:30	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	10	0
08:45	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	10	0	0	10	23	0
Total	0	0	0	0	0	13	18	0	0	31	0	0	0	0	0	0	16	0	0	16	47	0
16:00	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	8	0
16:15	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	2	0	0	2	8	0
16:30	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	0	2	1	0	3	13	0
16:45	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0
Total	0	0	0	0	0	18	9	0	0	27	0	0	0	0	0	0	6	1	0	7	34	0
17:00	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0
17:15	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	3	1	0	4	10	0
17:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5	0
17:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	12	4	0	0	16	0	0	0	0	0	0	6	2	0	8	24	0
Grand Total	0	0	0	0	0	56	47	0	0	103	0	0	0	0	0	0	32	4	0	36	139	0
Apprch %	0.0%	0.0%	0.0%			54.4%	45.6%	0.0%			0.0%	0.0%	0.0%			0.0%	88.9%	11.1%				
Total %	0.0%	0.0%	0.0%		0.0%	40.3%	33.8%	0.0%		74.1%	0.0%	0.0%	0.0%		0.0%	0.0%	23.0%	2.9%		25.9%	100.0%	

ALL TRAFFIC DATA

ATTACHMENT 8

City of Sunnyvale
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Heavy Trucks on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7523-013 US 101 NB On-Ramp-Moffett Park Drive.ppd

Date : 6/2/2015

Bank 2 Count = Heavy Trucks

AM PEAK HOUR	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0	8
08:15	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	6
08:30	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	10
08:45	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	10	0	0	10	23
Total Volume	0	0	0	0	0	13	18	0	0	31	0	0	0	0	0	0	16	0	0	16	47
% App Total	0.0%	0.0%	0.0%			41.9%	58.1%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.650	.450	.000		.596	.000	.000	.000		.000	.000	.400	.000		.400	.511

PM PEAK HOUR	Southbound					Moffett Park Drive Westbound					US 101 NB On-Ramp Northbound					Moffett Park Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	6
17:15	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	3	1	0	4	10
17:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Total Volume	0	0	0	0	0	15	4	0	0	19	0	0	0	0	0	0	5	2	0	7	26
% App Total	0.0%	0.0%	0.0%			78.9%	21.1%	0.0%			0.0%	0.0%	0.0%			0.0%	71.4%	28.6%			
PHF	.000	.000	.000		.000	.750	.500	.000		.792	.000	.000	.000		.000	.000	.417	.500		.438	.650

Southbound Peds = North Leg (traveling EB or WB)

Westbound Peds = East Leg (traveling NB or SB)

Northbound Peds = South Leg (traveling EB or WB)

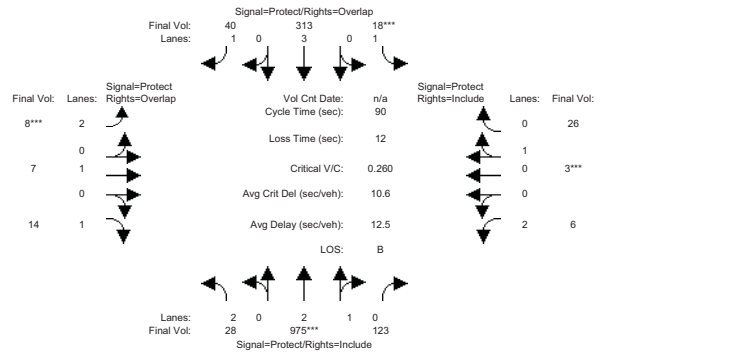
Eastbound Peds = West Leg (traveling NB or SB)

Appendix D

Level of Service Calculation Worksheets

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

Intersection #1: Mathilda Ave / 5th Ave

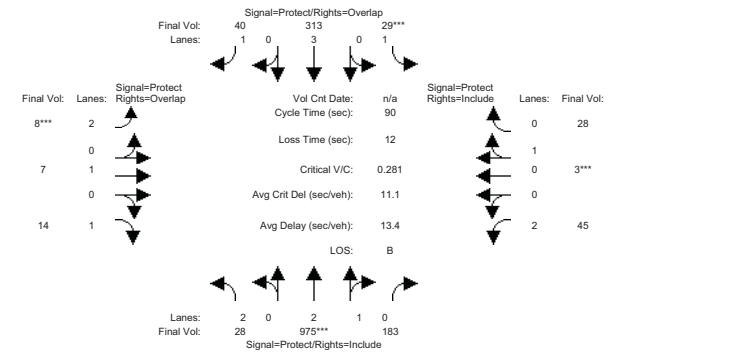


Mathilda Ave											
Approach: North Bound South Bound East Bound West Bound											
Movement: L - T - R L - T - R L - T - R L - T - R											
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:											
Base Vol:	28	975	123	18	313	40	8	7	14	6	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
Initial Bse:	28	975	123	18	313	40	8	7	14	6	3
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:	28	975	123	18	313	40	8	7	14	6	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
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:	28	975	123	18	313	40	8	7	14	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	975	123	18	313	40	8	7	14	6	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
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:	28	975	123	18	313	40	8	7	14	6	3
Saturation Flow Module:											
Sat/Lane:	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
Lanes:	2.00	2.65	0.35	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.10
Final Sat.:	3150	4972	627	1750	5700	1750	3150	1900	1750	3150	186
Capacity Analysis Module:											
Vol/Sat:	0.01	0.20	0.20	0.01	0.05	0.02	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.1	54.0	54.0	7.0	35.9	42.9	7.0	10.0	35.1	7.0	10.0
Volume/Cap:	0.03	0.33	0.33	0.13	0.14	0.05	0.03	0.03	0.02	0.02	0.15
Delay/Veh:	23.7	9.2	9.2	40.7	17.3	12.7	38.6	36.0	16.9	38.5	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	9.2	9.2	40.7	17.3	12.7	38.6	36.0	16.9	38.5	37.7
LOS by Move:	C	A	A	D	B	B	D+	D+	D	D+	D+
HCM2kAvgQ:	0	5	5	1	2	1	0	0	0	0	1

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #1: Mathilda Ave / 5th Ave



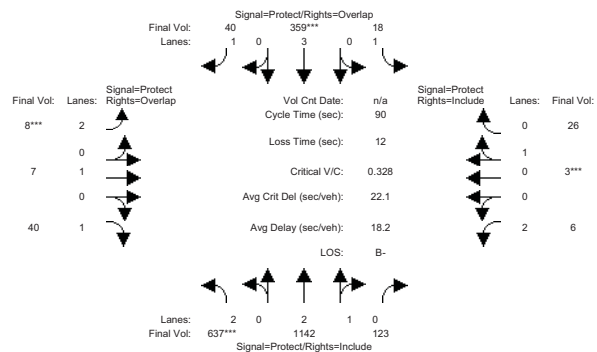
Mathilda Ave											
Approach: North Bound South Bound East Bound West Bound											
Movement: L - T - R L - T - R L - T - R L - T - R											
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:											
Base Vol:	28	975	183	29	313	40	8	7	14	45	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
Initial Bse:	28	975	183	29	313	40	8	7	14	45	3
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:	28	975	183	29	313	40	8	7	14	45	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
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:	28	975	183	29	313	40	8	7	14	45	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	975	183	29	313	40	8	7	14	45	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
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:	28	975	183	29	313	40	8	7	14	45	3
Saturation Flow Module:											
Sat/Lane:	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
Lanes:	2.00	2.51	0.49	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.10
Final Sat.:	3150	4714	885	1750	5700	1750	3150	1900	1750	3150	174
Capacity Analysis Module:											
Vol/Sat:	0.01	0.21	0.21	0.02	0.05	0.02	0.00	0.00	0.01	0.01	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.1	54.0	54.0	7.0	35.9	42.9	7.0	10.0	35.1	7.0	10.0
Volume/Cap:	0.03	0.34	0.34	0.21	0.14	0.05	0.03	0.03	0.02	0.18	0.16
Delay/Veh:	23.7	9.4	9.4	42.5	17.3	12.7	38.6	36.0	16.9	40.5	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
AdjDel/Veh:	23.7	9.4	9.4	42.5	17.3	12.7	38.6	36.0	16.9	40.5	37.8
LOS by Move:	C	A	A	D	B	B	D+	D+	B	D	D+
HCM2kAvgQ:	0	5	5	1	2	1	0	0	0	1	1

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

1184 Mathilda Avenue TIA

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

Intersection #1: Mathilda Ave / 5th Ave



Street Name:	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:												
Base Vol:	637	1142	123	18	359	40	8	7	40	6	3	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:	637	1142	123	18	359	40	8	7	40	6	3	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:	637	1142	123	18	359	40	8	7	40	6	3	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:	637	1142	123	18	359	40	8	7	40	6	3	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	1142	123	18	359	40	8	7	40	6	3	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:	637	1142	123	18	359	40	8	7	40	6	3	26

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	2.70	0.30	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.10	0.90
Final Sat.:	3150	5055	544	1750	5700	1750	3150	1900	1750	3150	186	1614

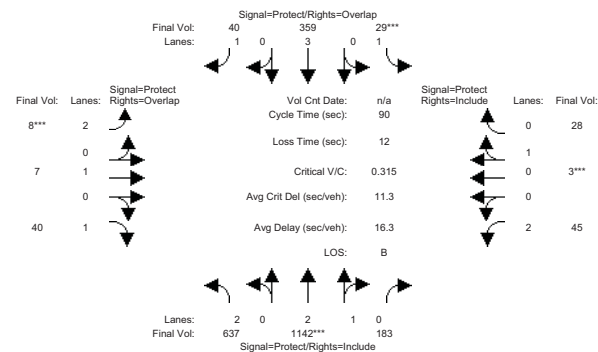
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.01	0.06	0.02	0.00	0.00	0.02	0.00	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	46.5	45.4	45.4	15.6	14.5	21.5	7.0	10.0	56.5	7.0	10.0	10.0
Volume/Cap:	0.39	0.45	0.45	0.06	0.39	0.10	0.03	0.03	0.04	0.02	0.15	0.15
Delay/Veh:	13.9	14.8	14.8	31.4	35.1	27.1	38.6	36.0	6.4	38.5	37.7	37.7
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:	13.9	14.8	14.8	31.4	35.1	27.1	38.6	36.0	6.4	38.5	37.7	37.7
LOS by Move:	B	B	B	C	D+	C	D+	D+	A	D+	D+	D+
HCM2kAvgQ:	6	8	8	0	3	1	0	0	0	0	1	1

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #1: Mathilda Ave / 5th Ave



Street Name:	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:												
Base Vol:	637	1142	183	29	359	40	8	7	40	45	3	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	637	1142	183	29	359	40	8	7	40	45	3	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	637	1142	183	29	359	40	8	7	40	45	3	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	1142	183	29	359	40	8	7	40	45	3	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	1142	183	29	359	40	8	7	40	45	3	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	637	1142	183	29	359	40	8	7	40	45	3	28

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	0.10	0.90
Final Sat.:	3150	4826	773	1750	5700	1750	3150	1900	1750	3150	174	1626

Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.24	0.02	0.06	0.02	0.00	0.00	0.02	0.01	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	39.4	54.0	54.0	7.0	21.6	28.6	7.0	10.0	49.4	7.0	10.0	10.0
Volume/Cap:	0.46	0.39	0.39	0.21	0.26	0.07	0.03	0.03	0.04	0.18	0.16	0.16
Delay/Veh:	19.0	9.8	9.8	42.5	28.2	21.7	38.6	36.0	9.5	40.5	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:	19.0	9.8	9.8	42.5	28.2	21.7	38.6	36.0	9.5	40.5	37.8	37.8
LOS by Move:	B-	A	A	D	C	C+	D+	D+	A	D	D+	D+
HCM2kAvgQ:	8	7	7	1	3	1	0	0	1	1	1	1

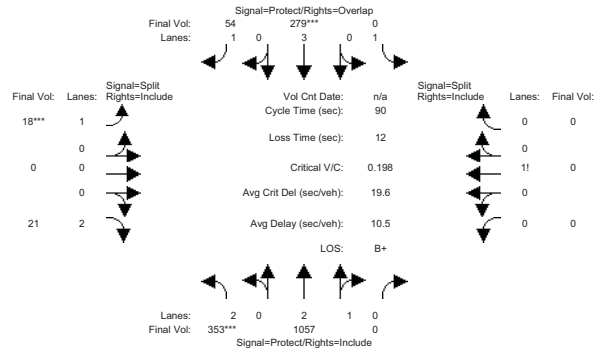
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave					Innovation Way				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	353	1057	0	0	279	54	18	0	21	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1057	0	0	279	54	18	0	21	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1057	0	0	279	54	18	0	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1057	0	0	279	54	18	0	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1057	0	0	279	54	18	0	21	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	1057	0	0	279	54	18	0	21	0
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	3150	5600	0	1750	5700	1750	1750	0	3150	0
Capacity Analysis Module:										
Vol/Sat:	0.11	0.19	0.00	0.00	0.05	0.03	0.01	0.00	0.01	0.00
Crit Moves:	***	****					****		****	
Green Time:	47.3	68.0	0.0	0.0	20.7	20.7	10.0	0.0	10.0	0.0
Volume/Cap:	0.21	0.25	0.00	0.00	0.21	0.13	0.09	0.00	0.06	0.00
Delay/Veh:	11.7	3.5	0.0	0.0	28.4	28.2	36.9	0.0	36.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	3.5	0.0	0.0	28.4	28.2	36.9	0.0	36.1	0.0
LOS by Move:	B+	A	A	A	C	C	D+	A	D+	A
HCM2kAvgQ:	3	3	0	0	2	1	1	0	0	0

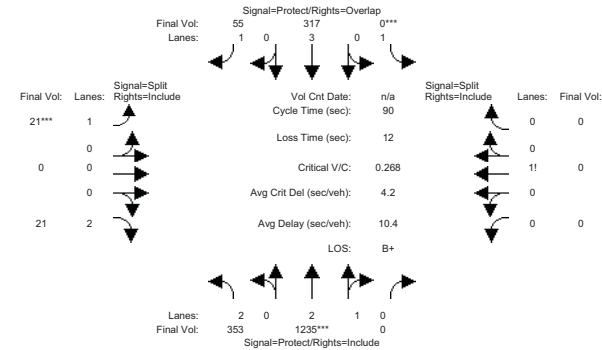
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave					Innovation Way				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	353	1235	0	0	317	55	21	0	21	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1235	0	0	317	55	21	0	21	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1235	0	0	317	55	21	0	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1235	0	0	317	55	21	0	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1235	0	0	317	55	21	0	21	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	1235	0	0	317	55	21	0	21	0
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	3150	5600	0	1750	5700	1750	1750	0	3150	0
Capacity Analysis Module:										
Vol/Sat:	0.11	0.22	0.00	0.00	0.06	0.03	0.01	0.00	0.01	0.00
Crit Moves:	***	****					****		****	
Green Time:	47.3	68.0	0.0	0.0	20.7	20.7	10.0	0.0	10.0	0.0
Volume/Cap:	0.21	0.29	0.00	0.00	0.24	0.14	0.11	0.00	0.06	0.00
Delay/Veh:	11.7	3.6	0.0	0.0	28.7	28.3	37.1	0.0	36.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	3.6	0.0	0.0	28.7	28.3	37.1	0.0	36.1	0.0
LOS by Move:	B+	A	A	A	C	C	D+	A	D+	A
HCM2kAvgQ:	3	4	0	0	2	1	1	0	0	0

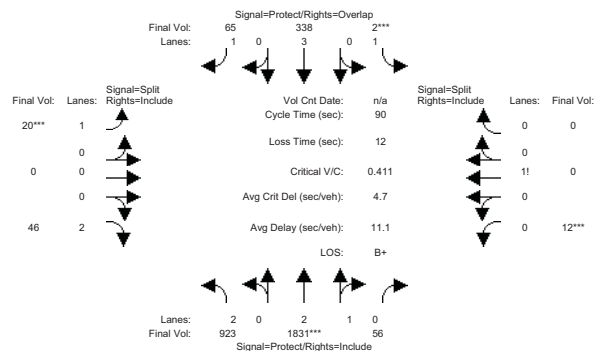
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave						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:												
Base Vol:	923	1831	56	2	338	65	20	0	46	12	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:	923	1831	56	2	338	65	20	0	46	12	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:	923	1831	56	2	338	65	20	0	46	12	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:	923	1831	56	2	338	65	20	0	46	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	923	1831	56	2	338	65	20	0	46	12	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	923	1831	56	2	338	65	20	0	46	12	0	0

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00
Lanes:	2.00	2.91	0.09	1.00	3.00	1.00	1.00	0.00
Final Sat.:	3150	5434	166	1750	5700	1750	1750	0

Capacity Analysis Module:								
Vol/Sat:	0.29	0.34	0.34	0.00	0.06	0.04	0.01	0.00
Crit Moves:	***	***	***	***	***	***	***	***
Green Time:	47.3	68.0	0.0	0.0	20.7	20.7	10.0	0.0
Volume/Cap:	0.56	0.45	xxxx	xxxx	0.26	0.16	0.13	xxxx
Delay/Veh:	15.7	4.4	0.0	0.0	28.8	28.6	37.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	4.4	0.0	0.0	28.8	28.6	37.0	0.0
LOS by Move:	B	A	A	A	C	C	D+	A
HCM2kAvgQ:	11	7	16	0	3	2	1	0

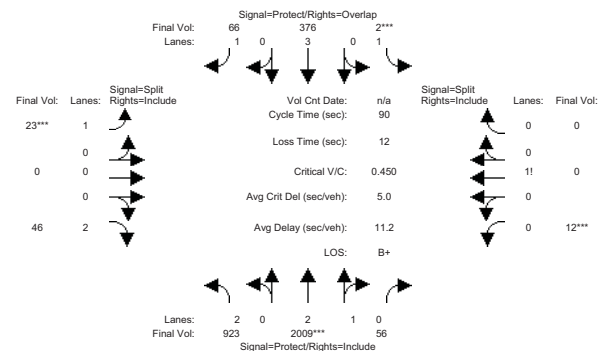
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:33:23 2015 Page 3-8

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave						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:												
Base Vol:	923	2009	56	2	376	66	23	0	46	12	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:	923	2009	56	2	376	66	23	0	46	12	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:	923	2009	56	2	376	66	23	0	46	12	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:	923	2009	56	2	376	66	23	0	46	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	923	2009	56	2	376	66	23	0	46	12	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	923	2009	56	2	376	66	23	0	46	12	0	0

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00
Lanes:	2.00	2.92	0.08	1.00	3.00	1.00	1.00	0.00
Final Sat.:	3150	5448	152	1750	5700	1750	1750	0

Capacity Analysis Module:								
Vol/Sat:	0.29	0.37	0.37	0.00	0.07	0.04	0.01	0.00
Crit Moves:	***	***	***	***	***	***	***	***
Green Time:	47.3	68.0	0.0	0.0	20.7	20.7	10.0	0.0
Volume/Cap:	0.56	0.49	xxxx	xxxx	0.29	0.16	0.12	xxxx
Delay/Veh:	15.7	4.7	0.0	0.0	29.1	28.6	37.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	4.7	0.0	0.0	29.1	28.6	37.3	0.0
LOS by Move:	B	A	A	A	C	C	D+	A
HCM2kAvgQ:	11	8	18	0	3	2	1	0

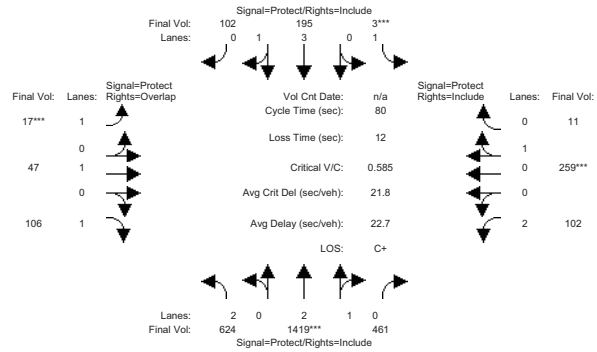
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	624	1419	461	3	195	102	17	47	106	102	259	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:	624	1419	461	3	195	102	17	47	106	102	259	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:	624	1419	461	3	195	102	17	47	106	102	259	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:	624	1419	461	3	195	102	17	47	106	102	259	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	1419	461	3	195	102	17	47	106	102	259	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	1419	461	3	195	102	17	47	106	102	259	11

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	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.24	0.76	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	3150	4225	1373	1750	5700	1750	1750	1900	1750	3150	1727	73

Capacity Analysis Module:												
Vol/Sat:	0.20	0.34	0.34	0.00	0.03	0.06	0.01	0.02	0.06	0.03	0.15	0.15
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	27.2	37.3	37.3	7.0	17.1	17.1	7.0	13.9	41.1	9.7	16.7	16.7
Volume/Cap:	0.58	0.72	0.72	0.02	0.16	0.27	0.11	0.14	0.12	0.27	0.72	0.72
Delay/Veh:	24.1	18.9	18.9	33.6	25.7	26.8	35.1	28.9	10.3	33.6	40.8	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:	24.1	18.9	18.9	33.6	25.7	26.8	35.1	28.9	10.3	33.6	40.8	40.8
LOS by Move:	C	B-	B-	C-	C	C	D+	C	B+	C-	D	D
HCM2kAvgQ:	8	14	14	0	1	2	1	1	1	2	8	8

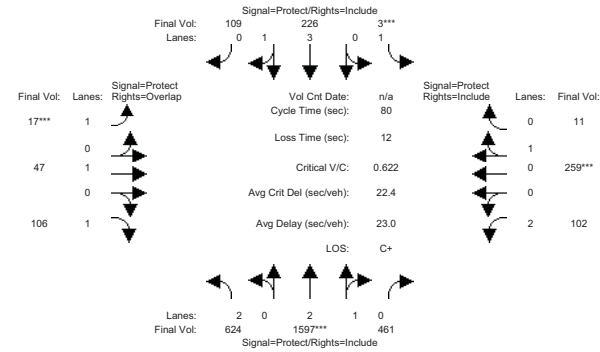
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	624	1597	461	3	226	109	17	47	106	102	259	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:	624	1597	461	3	226	109	17	47	106	102	259	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:	624	1597	461	3	226	109	17	47	106	102	259	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:	624	1597	461	3	226	109	17	47	106	102	259	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	1597	461	3	226	109	17	47	106	102	259	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	1597	461	3	226	109	17	47	106	102	259	11

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	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.30	0.70	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	3150	4344	1254	1750	5700	1750	1750	1900	1750	3150	1727	73

Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.37	0.00	0.04	0.06	0.01	0.02	0.06	0.03	0.15	0.15
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	27.8	38.4	38.4	7.0	17.5	17.5	7.0	13.3	41.1	9.3	15.6	15.6
Volume/Cap:	0.57	0.77	0.77	0.02	0.18	0.28	0.11	0.15	0.12	0.28	0.77	0.77
Delay/Veh:	23.4	19.3	19.3	33.6	25.6	26.6	35.1	29.5	10.3	34.1	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	19.3	19.3	33.6	25.6	26.6	35.1	29.5	10.3	34.1	45.2	45.2
LOS by Move:	C	B-	B-	C-	C	C	D+	C	B+	C-	D	D
HCM2kAvgQ:	8	16	16	0	2	3	1	1	1	2	9	9

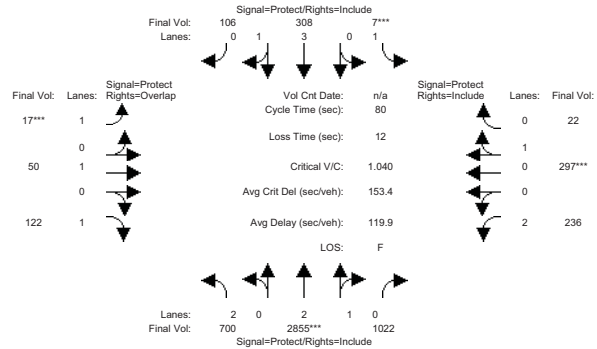
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	700	2855	1022	7	308	106	17	50	122	236	297	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	2855	1022	7	308	106	17	50	122	236	297	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	2855	1022	7	308	106	17	50	122	236	297	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	2855	1022	7	308	106	17	50	122	236	297	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	2855	1022	7	308	106	17	50	122	236	297	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	700	2855	1022	7	308	106	17	50	122	236	297	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.18	0.82	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	3150	4122	1476	1750	5700	1750	1750	1900	1750	3150	1676	124

Capacity Analysis Module:												
Vol/Sat:	0.22	0.69	0.69	0.00	0.05	0.06	0.01	0.03	0.07	0.07	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.0	43.0	43.0	7.0	18.0	18.0	7.0	10.6	42.6	7.4	11.0	11.0
Volume/Cap:	0.56	1.29	1.29	0.05	0.24	0.27	0.11	0.20	0.13	0.81	1.29	1.29
Delay/Veh:	20.3	151	151.0	34.0	25.7	26.0	35.1	32.7	9.7	56.6	191	191.3
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:	20.3	151	151.0	34.0	25.7	26.0	35.1	32.7	9.7	56.6	191	191.3
LOS by Move:	C+	F	F	C-	C	C	D+	C-	A	E+	F	F
HCM2kAvgQ:	8	70	70	0	2	2	1	1	2	6	20	20

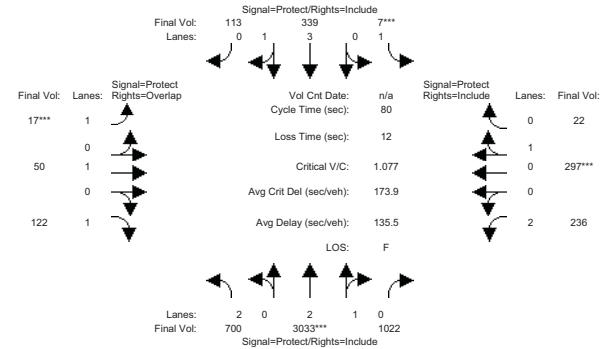
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	700	3033	1022	7	339	113	17	50	122	236	297	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	3033	1022	7	339	113	17	50	122	236	297	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	3033	1022	7	339	113	17	50	122	236	297	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	3033	1022	7	339	113	17	50	122	236	297	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	3033	1022	7	339	113	17	50	122	236	297	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	700	3033	1022	7	339	113	17	50	122	236	297	22

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	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.22	0.78	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	3150	4187	1411	1750	5700	1800	1750	1900	1750	3150	1676	124

Capacity Analysis Module:												
Vol/Sat:	0.22	0.72	0.72	0.00	0.06	0.06	0.01	0.03	0.07	0.07	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.2	43.4	43.4	7.0	18.1	18.1	7.0	10.4	42.6	7.3	10.6	10.6
Volume/Cap:	0.55	1.34	1.34	0.05	0.26	0.28	0.11	0.20	0.13	0.83	1.34	1.34
Delay/Veh:	20.1	172	171.7	34.0	25.8	25.9	35.1	33.0	9.7	58.9	211	211.4
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:	20.1	172	171.7	34.0	25.8	25.9	35.1	33.0	9.7	58.9	211	211.4
LOS by Move:	C+	F	F	C-	C	C	D+	C-	A	E+	F	F
HCM2kAvgQ:	8	78	78	0	2	3	1	1	2	6	21	21

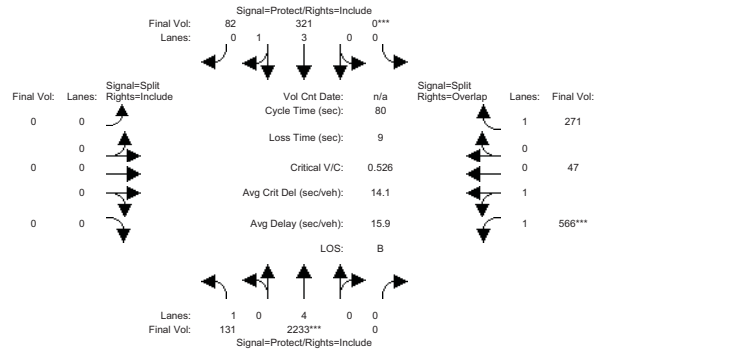
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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	2233	0	0	321	82	0	0	0	566	47	271
Growth Adj:	1.00	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	2233	0	0	321	82	0	0	0	566	47	271
Added Vol:	0	0	0	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	2233	0	0	321	82	0	0	0	566	47	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2233	0	0	321	82	0	0	0	566	47	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2233	0	0	321	82	0	0	0	566	47	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	2233	0	0	321	82	0	0	0	566	47	271

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	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.15	0.85	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	1750	7600	0	0	5971	1525	0	0	0	3278	272	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.17	0.17	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	44.7	0.0	0.0	26.3	26.3	0.0	0.0	0.0	26.3	26.3	26.3
Volume/Cap:	0.33	0.53	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.53	0.53	0.47
Delay/Veh:	27.8	11.5	0.0	0.0	19.2	19.2	0.0	0.0	0.0	23.5	23.5	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:	27.8	11.5	0.0	0.0	19.2	19.2	0.0	0.0	0.0	23.5	23.5	24.1
LOS by Move:	C	B+	A	A	B-	B-	A	A	A	C	C	C
HCM2kAvgQ:	3	9	0	0	2	2	0	0	0	7	7	6

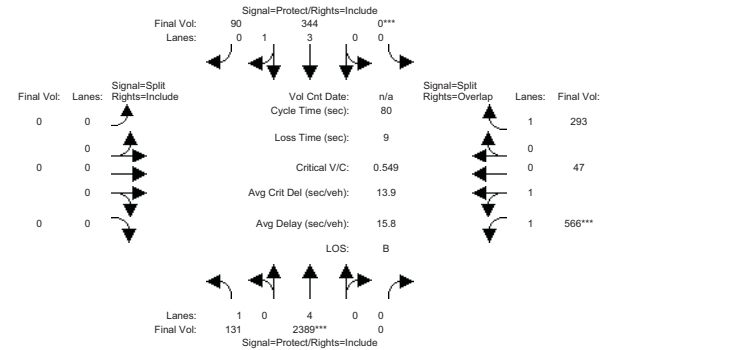
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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	2389	0	0	344	90	0	0	0	566	47	293
Growth Adj:	1.00	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	2389	0	0	344	90	0	0	0	566	47	293
Added Vol:	0	0	0	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	2389	0	0	344	90	0	0	0	566	47	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2389	0	0	344	90	0	0	0	566	47	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2389	0	0	344	90	0	0	0	566	47	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	2389	0	0	344	90	0	0	0	566	47	293

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	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.14	0.86	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	1750	7600	0	0	5942	1555	0	0	0	3278	272	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.9	45.8	0.0	0.0	27.0	27.0	0.0	0.0	0.0	25.2	25.2	25.2
Volume/Cap:	0.32	0.55	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.55	0.55	0.53
Delay/Veh:	27.3	11.1	0.0	0.0	18.8	18.8	0.0	0.0	0.0	24.6	24.6	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:	27.3	11.1	0.0	0.0	18.8	18.8	0.0	0.0	0.0	24.6	24.6	26.2
LOS by Move:	C	B+	A	A	B-	B-	A	A	A	C	C	C
HCM2kAvgQ:	3	9	0	0	2	2	0	0	0	7	7	7

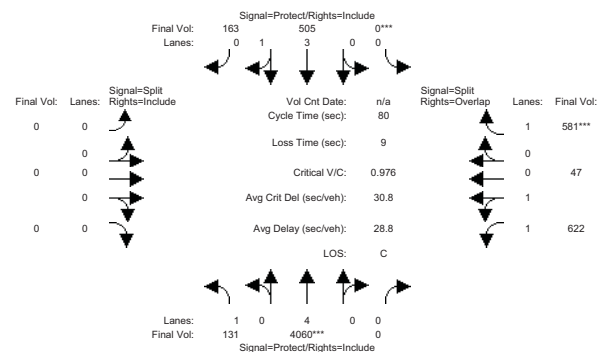
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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	4060	0	0	505	163	0	0	0	622	47	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	4060	0	0	505	163	0	0	0	622	47	581
Added Vol:	0	0	0	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	4060	0	0	505	163	0	0	0	622	47	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4060	0	0	505	163	0	0	0	622	47	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	4060	0	0	505	163	0	0	0	622	47	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	4060	0	0	505	163	0	0	0	622	47	581

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	7600	0	0	5698	1800	0	0	0

Capacity Analysis Module:									
Vol/Sat:	0.07	0.53	0.00	0.00	0.09	0.09	0.00	0.00	0.00
Crit Moves:	43.8	0.0	0.0	25.8	25.8	0.0	0.0	0.0	0.0
Green Time:	18.0	43.8	0.0	0.0	25.8	25.8	0.0	0.0	0.0
Volume/Cap:	0.33	0.98	0.00	0.00	0.28	0.28	0.00	0.00	0.00
Delay/Veh:	28.2	27.0	0.0	0.0	20.5	20.5	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
AdjDel/Veh:	28.2	27.0	0.0	0.0	20.5	20.5	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C+	C+	A	A	A
HCM2kAvgQ:	3	32	0	0	3	3	0	0	0

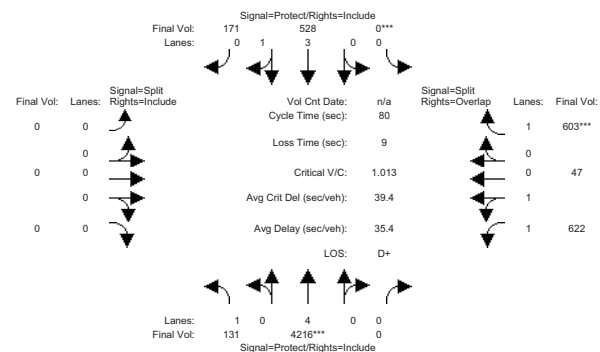
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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	4216	0	0	528	171	0	0	0	622	47	603
Growth Adj:	1.00	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	4216	0	0	528	171	0	0	0	622	47	603
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	4216	0	0	528	171	0	0	0	622	47	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4216	0	0	528	171	0	0	0	622	47	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	4216	0	0	528	171	0	0	0	622	47	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	4216	0	0	528	171	0	0	0	622	47	603

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	7600	0	0	5698	1800	0	0	0

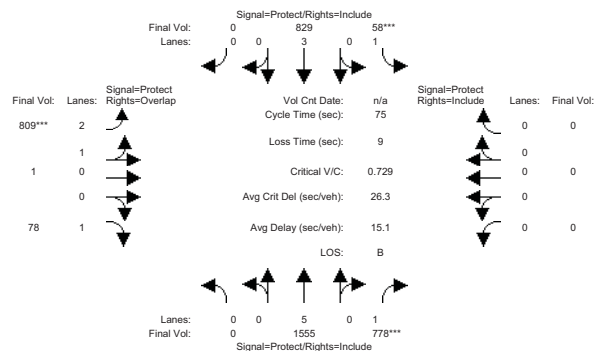
Capacity Analysis Module:									
Vol/Sat:	0.07	0.55	0.00	0.00	0.09	0.10	0.00	0.00	0.00
Crit Moves:	43.8	0.0	0.0	25.8	25.8	0.0	0.0	0.0	0.0
Green Time:	18.0	43.8	0.0	0.0	25.8	25.8	0.0	0.0	0.0
Volume/Cap:	0.33	1.01	0.00	0.00	0.29	0.30	0.00	0.00	0.00
Delay/Veh:	28.2	35.5	0.0	0.0	20.6	20.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	35.5	0.0	0.0	20.6	20.6	0.0	0.0	0.0
LOS by Move:	C	D+	A	A	C+	C+	A	A	A
HCM2kAvgQ:	3	36	0	0	3	3	0	0	0

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

1184 Mathilda Avenue TIA

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	1555	778	58	829	0	809	1	78	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	1555	778	58	829	0	809	1	78	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	1555	778	58	829	0	809	1	78	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	1555	778	58	829	0	809	1	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1555	778	58	829	0	809	1	78	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1555	778	58	829	0	809	1	78	0	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4944	6	1750	0	0

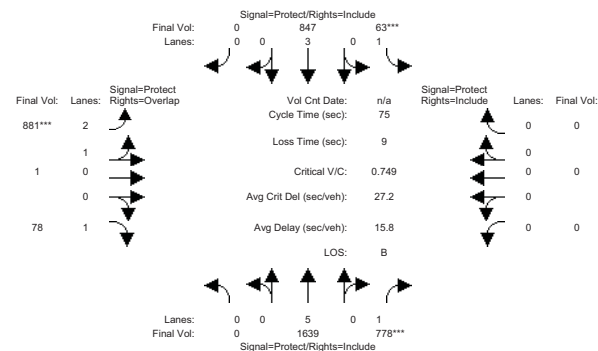
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.44	0.03	0.15	0.00	0.16	0.16	0.04	0.00	0.00	0.00
Crit Moves:	*****						****					
Green Time:	0.0	43.1	43.1	7.0	50.1	0.0	15.9	15.9	15.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.77	0.36	0.22	0.00	0.77	0.77	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	8.2	18.0	37.8	5.0	0.0	33.4	33.4	25.7	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	8.2	18.0	37.8	5.0	0.0	33.4	33.4	25.7	0.0	0.0	0.0
LOS by Move:	A	A	B	D+	A	A	C-	C-	C	A	A	A
HCM2kAvO:	0	4	17	2	3	0	9	9	2	0	0	0

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	1639	778	63	847	0	881	1	78	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	1639	778	63	847	0	881	1	78	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	1639	778	63	847	0	881	1	78	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	1639	778	63	847	0	881	1	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1639	778	63	847	0	881	1	78	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1639	778	63	847	0	881	1	78	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4944	6	1750	0	0	0

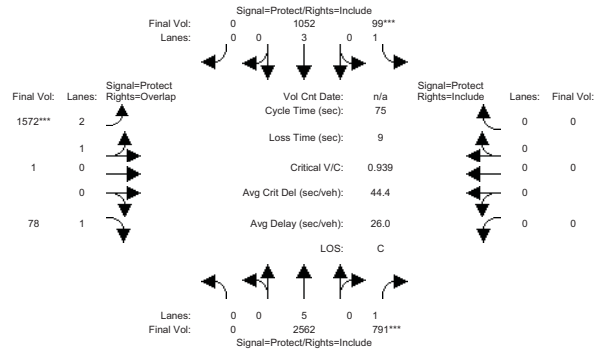
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.44	0.04	0.15	0.00	0.18	0.18	0.04	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	42.1	42.1	7.0	49.1	0.0	16.9	16.9	16.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.79	0.39	0.23	0.00	0.79	0.79	0.20	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	19.5	38.7	5.4	0.0	33.2	33.2	24.7	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	8.9	19.5	38.7	5.4	0.0	33.2	33.2	24.7	0.0	0.0	0.0
LOS by Move:	A	A	B-	D+	A	A	C-	C-	C	A	A	A
HCM2kAvgQ:	0	4	17	2	3	0	10	10	2	0	0	0

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

1184 Mathilda Avenue TIA

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:		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	10	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	2562	791	99	1052	0	1572	1	78	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	2562	791	99	1052	0	1572	1	78	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	2562	791	99	1052	0	1572	1	78	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	2562	791	99	1052	0	1572	1	78	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	2562	791	99	1052	0	1572	1	78	0	0	0
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		0	2562	791	99	1052	0	1572	1	78	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	0.87	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4947	3	1750	0	0	0

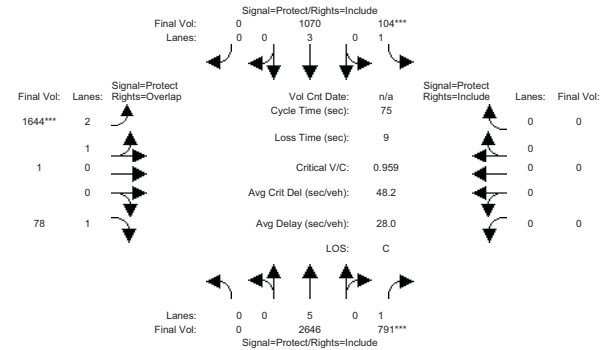
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.45	0.06	0.18	0.00	0.32	0.32	0.04	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.6	34.6	7.0	41.6	0.0	24.4	24.4	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.98	0.61	0.33	0.00	0.98	0.98	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	15.4	46.7	48.3	9.4	0.0	43.0	43.0	18.4	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	15.4	46.7	48.3	9.4	0.0	43.0	43.0	18.4	0.0	0.0	0.0
LOS by Move:	A	B	D	D	A	A	D	D	B-	A	A	A
HCM2kAvsO:	0	9	27	3	4	0	20	20	1	0	0	

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:			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	10	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	2646	791	104	1070	0	1644	1	78	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	2646	791	104	1070	0	1644	1	78	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	2646	791	104	1070	0	1644	1	78	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	2646	791	104	1070	0	1644	1	78	0	0	0
Reduct Vol:			0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			0	2646	791	104	1070	0	1644	1	78	0	0	0
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			0	2646	791	104	1070	0	1644	1	78	0	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4947	3	1750	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.45	0.06	0.19	0.00	0.33	0.33	0.04	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	34.0	34.0	7.0	41.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	1.00	0.64	0.34	0.00	1.00	1.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	16.2	51.7	50.2	9.8	0.0	46.4	46.4	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	16.2	51.7	50.2	9.8	0.0	46.4	46.4	17.9	0.0	0.0	0.0
LOS by Move:	A	B	D-	D	A	D	D	D	B	A	A	A
HCM2kAvgQ:	0	10	28	4	5	0	22	22	1	0	0	0

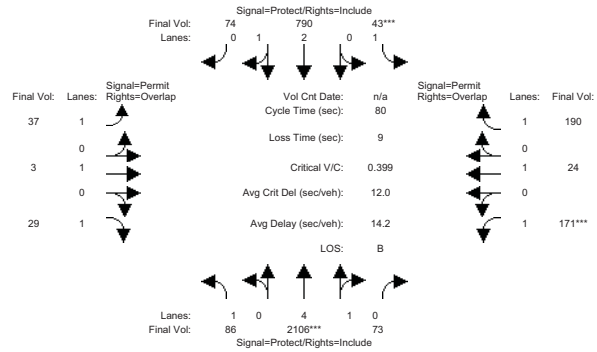
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	86	2106	73	43	790	74	37	3	29	171	24	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	2106	73	43	790	74	37	3	29	171	24	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2106	73	43	790	74	37	3	29	171	24	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2106	73	43	790	74	37	3	29	171	24	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2106	73	43	790	74	37	3	29	171	24	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2106	73	43	790	74	37	3	29	171	24	190

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.83	0.17	1.00	2.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9084	315	1750	5120	480	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.15	0.15	0.02	0.00	0.02	0.10	0.01	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.8	45.0	45.0	7.0	33.2	33.2	19.0	19.0	37.8	19.0	19.0	26.0
Volume/Cap:	0.21	0.41	0.41	0.28	0.37	0.37	0.09	0.01	0.04	0.41	0.05	0.33
Delay/Veh:	25.7	10.2	10.2	38.7	16.6	16.6	24.2	23.3	11.4	28.8	23.8	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:	25.7	10.2	10.2	38.7	16.6	16.6	24.2	23.3	11.4	28.8	23.8	22.0
LOS by Move:	C	B+	B+	D+	B	B	C	C	B+	C	C	C+
HCM2kAvgQ:	2	6	6	1	5	5	1	0	0	4	0	4

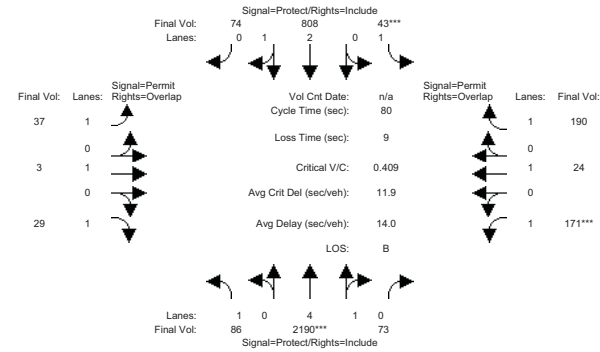
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	86	2190	73	43	808	74	37	3	29	171	24	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	2190	73	43	808	74	37	3	29	171	24	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2190	73	43	808	74	37	3	29	171	24	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2190	73	43	808	74	37	3	29	171	24	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2190	73	43	808	74	37	3	29	171	24	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2190	73	43	808	74	37	3	29	171	24	190

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.83	0.17	1.00	2.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9096	303	1750	5130	470	1750	1900	1750	1750	1900	1750

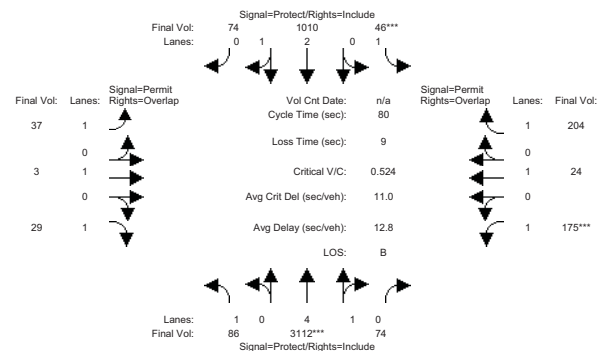
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.02	0.16	0.16	0.02	0.00	0.02	0.10	0.01	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.8	45.5	45.5	7.0	33.8	33.8	18.5	18.5	37.2	18.5	18.5	25.5
Volume/Cap:	0.21	0.42	0.42	0.28	0.37	0.37	0.09	0.01	0.04	0.42	0.05	0.34
Delay/Veh:	25.8	10.0	10.0	38.7	16.3	16.3	24.6	23.7	11.7	29.4	24.2	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	10.0	10.0	38.7	16.3	16.3	24.6	23.7	11.7	29.4	24.2	22.5
LOS by Move:	C	B+	B+	D+	B	B	C	C	B+	C	C	C+
HCM2kAvgQ:	2	6	6	1	5	5	1	0	0	4	0	4

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

1184 Mathilda Avenue TIA

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

Intersection #6: Mathilda Ave / Ross Dr



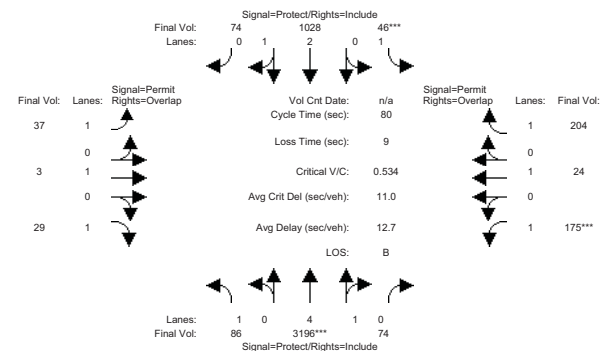
Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	3112	74	46	1010	74	37	3	29	175	24	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:	86	3112	74	46	1010	74	37	3	29	175	24	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:	86	3112	74	46	1010	74	37	3	29	175	24	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:	86	3112	74	46	1010	74	37	3	29	175	24	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3112	74	46	1010	74	37	3	29	175	24	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:	86	3112	74	46	1010	74	37	3	29	175	24	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	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.88	0.12	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9181	218	1750	5217	382	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.03	0.19	0.19	0.02	0.00	0.02	0.10	0.01	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.6	49.4	49.4	7.0	38.9	38.9	14.6	14.6	32.1	14.6	14.6	21.6
Volume/Cap:	0.22	0.55	0.55	0.30	0.40	0.40	0.12	0.01	0.04	0.55	0.07	0.43
Delay/Veh:	27.0	9.2	9.2	39.2	13.6	13.6	28.1	26.8	14.7	36.4	27.5	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:	27.0	9.2	9.2	39.2	13.6	13.6	28.1	26.8	14.7	36.4	27.5	27.0
LOS by Move:	C	A	A	D	B	B	C	C	B	D+	C	C
HCM2kAvgQ:	2	9	9	1	6	6	1	0	0	5	1	5

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #6: Mathilda Ave / Ross Dr



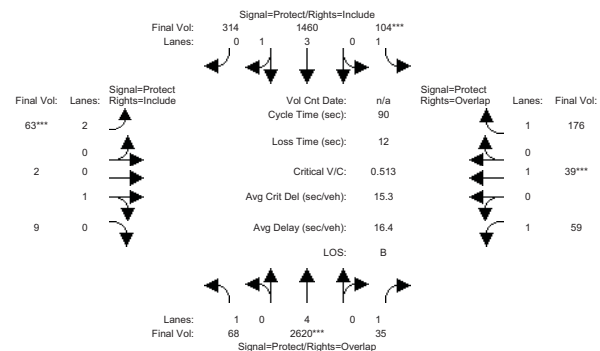
Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	3196	74	46	1028	74	37	3	29	175	24	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:	86	3196	74	46	1028	74	37	3	29	175	24	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:	86	3196	74	46	1028	74	37	3	29	175	24	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:	86	3196	74	46	1028	74	37	3	29	175	24	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3196	74	46	1028	74	37	3	29	175	24	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:	86	3196	74	46	1028	74	37	3	29	175	24	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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.88	0.12	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9187	213	1750	5223	376	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.03	0.20	0.20	0.02	0.00	0.02	0.10	0.01	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.5	49.7	49.7	7.0	39.3	39.3	14.3	14.3	31.7	14.3	14.3	21.3
Volume/Cap:	0.23	0.56	0.56	0.30	0.40	0.40	0.12	0.01	0.04	0.56	0.07	0.44
Delay/Veh:	27.1	9.2	9.2	39.2	13.4	13.4	28.3	27.1	14.9	37.1	27.7	27.4
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:	27.1	9.2	9.2	39.2	13.4	13.4	28.3	27.1	14.9	37.1	27.7	27.4
LOS by Move:	C	A	A	D	B	B	C	C	B	D+	C	C
HCM2kAvgQ:	2	10	10	1	6	6	1	0	0	5	1	5

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

1184 Mathilda Avenue TIA

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

Intersection #7: Mathilda Ave / Ahwanee Ave



Mathilda Ave											
North Bound						South Bound					
L - T - R						L - T - R					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Ahwanee Ave											
East Bound						West Bound					
L - T - R						L - T - R					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	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:	68	2620	35	104	1460	314	63	2	9	59	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
Initial Bse:	68	2620	35	104	1460	314	63	2	9	59	39
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:	68	2620	35	104	1460	314	63	2	9	59	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
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:	68	2620	35	104	1460	314	63	2	9	59	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2620	35	104	1460	314	63	2	9	59	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
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:	68	2620	35	104	1460	314	63	2	9	59	39

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95	0.92	1.00
Lanes:	1.00	4.00	1.00	1.00	3.26	0.74	2.00	0.18	0.82	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6170	1327	3150	327	1473	1750	1900

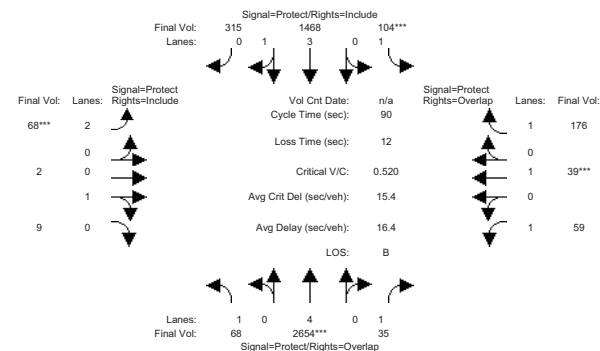
Capacity Analysis Module:											
Vol/Sat:	0.04	0.34	0.02	0.06	0.24	0.24	0.02	0.01	0.01	0.03	0.02
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***
Green Time:	15.1	52.0	59.0	9.0	45.9	45.9	7.0	10.0	10.0	7.0	10.0
Volume/Cap:	0.23	0.60	0.03	0.60	0.46	0.46	0.26	0.06	0.06	0.43	0.18
Delay/Veh:	34.3	12.8	5.5	52.9	14.6	14.6	41.6	36.3	36.3	49.4	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
AdjDel/Veh:	34.3	12.8	5.5	52.9	14.6	14.6	41.6	36.3	36.3	49.4	38.2
LOS by Move:	C-	B	A	D-	B	B	D	D+	D+	D	D+
HCM2kAvgQ:	2	12	0	4	8	8	1	0	0	2	1

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #7: Mathilda Ave / Ahwanee Ave



Mathilda Ave											
North Bound						South Bound					
L - T - R						L - T - R					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Ahwanee Ave											
East Bound						West Bound					
L - T - R						L - T - R					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	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:	68	2654	35	104	1468	315	68	2	9	59	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
Initial Bse:	68	2654	35	104	1468	315	68	2	9	59	39
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:	68	2654	35	104	1468	315	68	2	9	59	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
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:	68	2654	35	104	1468	315	68	2	9	59	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2654	35	104	1468	315	68	2	9	59	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
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:	68	2654	35	104	1468	315	68	2	9	59	39

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95	0.92	1.00
Lanes:	1.00	4.00	1.00	1.00	3.26	0.74	2.00	0.18	0.82	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6173	1325	3150	327	1473	1750	1900

Capacity Analysis Module:											
Vol/Sat:	0.04	0.35	0.02	0.06	0.24	0.24	0.02	0.01	0.01	0.03	0.02
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***
Green Time:	15.0	52.1	59.1	8.9	46.0	46.0	7.0	10.0	10.0	7.0	10.0
Volume/Cap:	0.23	0.60	0.03	0.60	0.47	0.47	0.28	0.06	0.06	0.43	0.18
Delay/Veh:	34.3	12.9	5.5	53.5	14.5	14.5	41.9	36.3	36.3	49.4	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
AdjDel/Veh:	34.3	12.9	5.5	53.5	14.5	14.5	41.9	36.3	36.3	49.4	38.2
LOS by Move:	C-	B	A	D-	B	B	D	D+	D+	D	D+
HCM2kAvgQ:	2	12	0	4	8	8	1	0	0	2	1

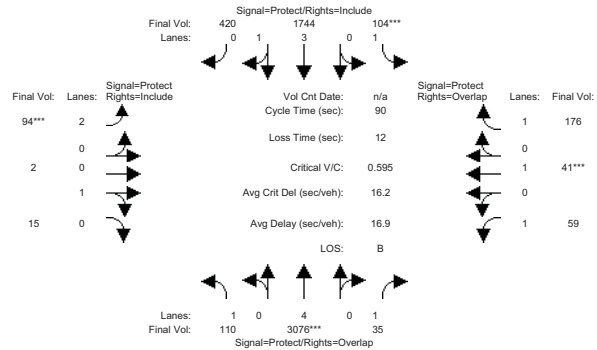
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	110	3076	35	104	1744	420	94	2	15	59	41	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3076	35	104	1744	420	94	2	15	59	41	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3076	35	104	1744	420	94	2	15	59	41	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	3076	35	104	1744	420	94	2	15	59	41	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	3076	35	104	1744	420	94	2	15	59	41	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	3076	35	104	1744	420	94	2	15	59	41	176

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.19	0.81	2.00	0.12	0.88
Final Sat.:	1750	7600	1750	1750	6042	1455	3150	212	1588

Capacity Analysis Module:									
Vol/Sat:	0.06	0.40	0.02	0.06	0.29	0.29	0.03	0.01	0.01
Crit Moves:	***	***	***	***	***	***	***	***	***
Green Time:	12.9	53.2	60.2	7.8	48.1	48.1	7.0	10.0	10.0
Volume/Cap:	0.44	0.68	0.03	0.68	0.54	0.54	0.38	0.09	0.09
Delay/Veh:	40.6	13.5	5.1	62.2	14.3	14.3	44.0	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	13.5	5.1	62.2	14.3	14.3	44.0	36.7	36.7
LOS by Move:	D	B	A	E	B	B	D	D+	D+
HCM2kAvgQ:	3	15	0	4	10	10	2	0	0

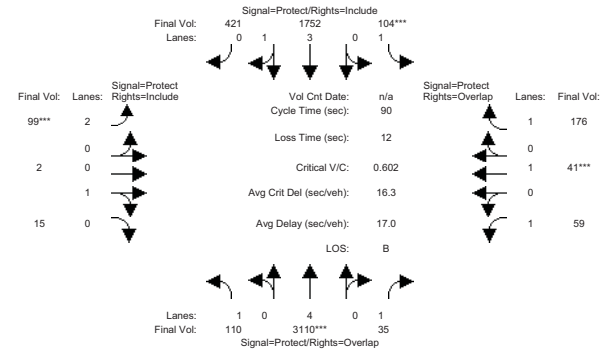
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	110	3110	35	104	1752	421	99	2	15	59	41	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3110	35	104	1752	421	99	2	15	59	41	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3110	35	104	1752	421	99	2	15	59	41	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	3110	35	104	1752	421	99	2	15	59	41	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	3110	35	104	1752	421	99	2	15	59	41	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	3110	35	104	1752	421	99	2	15	59	41	176

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.19	0.81	2.00	0.12	0.88
Final Sat.:	1750	7600	1750	1750	6045	1452	3150	212	1588

Capacity Analysis Module:									
Vol/Sat:	0.06	0.41	0.02	0.06	0.29	0.29	0.03	0.01	0.01
Crit Moves:	***	***	***	***	***	***	***	***	***
Green Time:	12.9	53.3	60.3	7.7	48.1	48.1	7.0	10.0	10.0
Volume/Cap:	0.44	0.69	0.03	0.69	0.54	0.54	0.40	0.09	0.09
Delay/Veh:	40.7	13.6	5.1	63.0	14.3	14.3	44.4	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	13.6	5.1	63.0	14.3	14.3	44.4	36.7	36.7
LOS by Move:	D	B	A	E	B	B	D	D+	D+
HCM2kAvgQ:	3	16	0	4	10	10	2	0	0

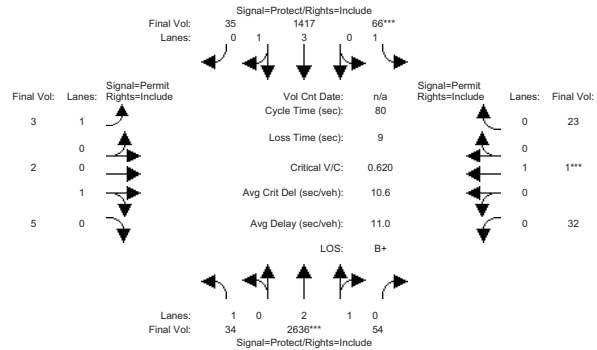
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave					San Aleso Ave				
	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	34	2636	54	66	1417	35	3	2	5	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	2636	54	66	1417	35	3	2	5	32
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2636	54	66	1417	35	3	2	5	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	2636	54	66	1417	35	3	2	5	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2636	54	66	1417	35	3	2	5	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2636	54	66	1417	35	3	2	5	32
Saturation Flow Module:										
Sat/Lane:	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
Lanes:	1.00	2.94	0.06	1.00	3.90	0.10	1.00	0.29	0.71	0.57
Final Sat.:	1750	5487	112	1750	7319	181	1750	514	1286	1000
Capacity Analysis Module:										
Vol/Sat:	0.02	0.48	0.48	0.04	0.19	0.19	0.00	0.00	0.00	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	54.0	54.0	7.0	42.0	42.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.71	0.71	0.43	0.37	0.37	0.01	0.03	0.03	0.26
Delay/Veh:	24.1	9.3	9.3	43.2	11.5	11.5	30.8	31.0	31.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	9.3	9.3	43.2	11.5	11.5	30.8	31.0	31.0	34.4
LOS by Move:	C	A	A	D	B+	B+	C	C	C	C-
HCM2kAvgQ:	1	15	15	2	5	5	0	0	0	2

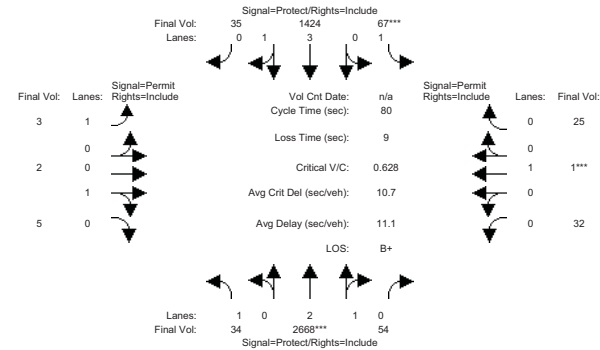
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #8: Mathilda Ave / San Aleso Ave



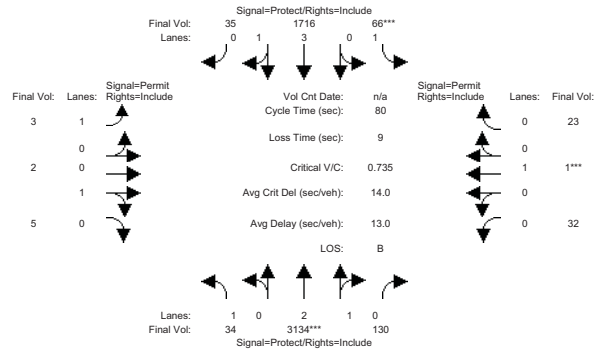
Street Name:	Mathilda Ave					San Aleso Ave				
	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	34	2668	54	67	1424	35	3	2	5	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	2668	54	67	1424	35	3	2	5	32
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2668	54	67	1424	35	3	2	5	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	2668	54	67	1424	35	3	2	5	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2668	54	67	1424	35	3	2	5	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2668	54	67	1424	35	3	2	5	32
Saturation Flow Module:										
Sat/Lane:	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
Lanes:	1.00	2.94	0.06	1.00	3.90	0.10	1.00	0.29	0.71	0.55
Final Sat.:	1750	5489	111	1750	7320	180	1750	514	1286	966
Capacity Analysis Module:										
Vol/Sat:	0.02	0.49	0.49	0.04	0.19	0.19	0.00	0.00	0.00	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	18.9	54.0	54.0	7.0	42.1	42.1	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.72	0.72	0.44	0.37	0.37	0.01	0.03	0.03	0.27
Delay/Veh:	24.2	9.4	9.4	43.5	11.4	11.4	30.8	31.0	31.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	9.4	9.4	43.5	11.4	11.4	30.8	31.0	31.0	34.6
LOS by Move:	C	A	A	D	B+	B+	C	C	C	C-
HCM2kAvgQ:	1	15	15	2	5	5	0	0	0	2

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

1184 Mathilda Avenue TIA

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

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	34	3134	130	66	1716	35	3	2	5	32	1	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:	34	3134	130	66	1716	35	3	2	5	32	1	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:	34	3134	130	66	1716	35	3	2	5	32	1	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:	34	3134	130	66	1716	35	3	2	5	32	1	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	3134	130	66	1716	35	3	2	5	32	1	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	3134	130	66	1716	35	3	2	5	32	1	23

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	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	3.92	0.08	1.00	0.29	0.71	0.57	0.02	0.41
Final Sat.:	1750	5377	223	1750	7350	150	1750	514	1286	1000	31	719

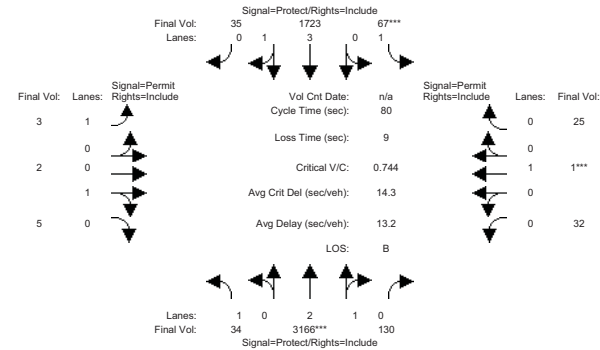
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.58	0.04	0.23	0.23	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.6	54.0	54.0	7.0	44.4	44.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.86	0.86	0.43	0.42	0.42	0.01	0.03	0.03	0.26	0.26	0.26
Delay/Veh:	26.1	13.0	13.0	43.2	10.7	10.7	30.8	31.0	31.0	34.4	34.4	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:	26.1	13.0	13.0	43.2	10.7	10.7	30.8	31.0	31.0	34.4	34.4	34.4
LOS by Move:	C	B	B	D	B+	B+	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	24	24	2	6	6	0	0	0	2	2	2

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	34	3166	130	67	1723	35	3	2	5	32	1	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	3166	130	67	1723	35	3	2	5	32	1	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	3166	130	67	1723	35	3	2	5	32	1	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	3166	130	67	1723	35	3	2	5	32	1	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	3166	130	67	1723	35	3	2	5	32	1	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	3166	130	67	1723	35	3	2	5	32	1	25

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	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	3.92	0.08	1.00	0.29	0.71	0.55	0.02	0.43
Final Sat.:	1750	5379	221	1750	7350	149	1750	514	1286	966	30	754

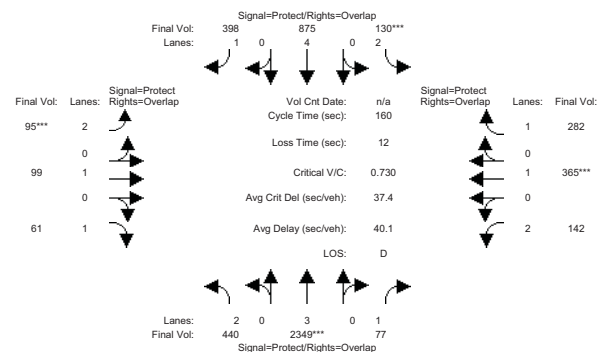
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.04	0.23	0.23	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.6	54.0	54.0	7.0	44.4	44.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.87	0.87	0.44	0.42	0.42	0.01	0.03	0.03	0.27	0.27	0.27
Delay/Veh:	26.1	13.3	13.3	43.5	10.7	10.7	30.8	31.0	31.0	34.6	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	13.3	13.3	43.5	10.7	10.7	30.8	31.0	31.0	34.6	34.6	34.6
LOS by Move:	C	B	B	D	B+	B+	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	25	25	2	6	6	0	0	0	2	2	2

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

1184 Mathilda Avenue TIA

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

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	440	2349	77	130	875	398	95	99	61	142	365	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:	440	2349	77	130	875	398	95	99	61	142	365	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:	440	2349	77	130	875	398	95	99	61	142	365	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:	440	2349	77	130	875	398	95	99	61	142	365	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	2349	77	130	875	398	95	99	61	142	365	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	2349	77	130	875	398	95	99	61	142	365	282

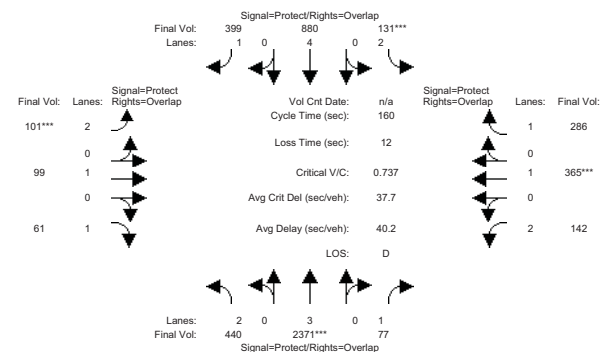
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.04	0.04	0.12	0.23	0.03	0.05	0.03	0.05	0.19	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.1	90.0	110.5	9.0	58.0	65.0	7.0	28.4	69.5	20.5	42.0	51.0
Volume/Cap:	0.54	0.73	0.06	0.73	0.32	0.56	0.69	0.29	0.08	0.35	0.73	0.51
Delay/Veh:	54.0	27.5	8.1	97.6	37.1	39.7	100.1	59.2	26.7	66.1	63.1	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:	54.0	27.5	8.1	97.6	37.1	39.7	100.1	59.2	26.7	66.1	63.1	47.5
LOS by Move:	D-	C	A	F	D+	D	F	E+	C	E	E	D
HCM2kAvgQ:	11	28	1	5	7	16	4	4	2	4	17	12

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	440	2371	77	131	880	399	101	99	61	142	365	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:	440	2371	77	131	880	399	101	99	61	142	365	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:	440	2371	77	131	880	399	101	99	61	142	365	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:	440	2371	77	131	880	399	101	99	61	142	365	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	2371	77	131	880	399	101	99	61	142	365	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	2371	77	131	880	399	101	99	61	142	365	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	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.04	0.04	0.12	0.23	0.03	0.05	0.03	0.05	0.19	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.3	90.3	110.7	9.0	58.0	65.0	7.0	28.3	69.6	20.4	41.7	50.7
Volume/Cap:	0.54	0.74	0.06	0.74	0.32	0.56	0.73	0.29	0.08	0.35	0.74	0.52
Delay/Veh:	53.7	27.6	8.1	98.0	37.1	39.7	104.5	59.4	26.7	66.2	63.6	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	27.6	8.1	98.0	37.1	39.7	104.5	59.4	26.7	66.2	63.6	48.0
LOS by Move:	D-	C	A	F	D+	D	F	E+	C	E	E	D
HCM2kAvgQ:	11	29	1	5	8	16	4	4	2	4	17	12

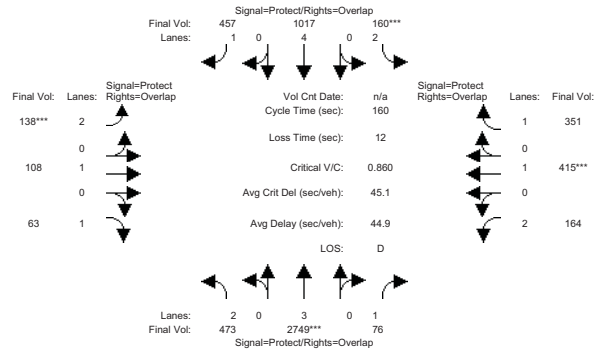
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	473	2749	76	160	1017	457	138	108	63	164	415	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	2749	76	160	1017	457	138	108	63	164	415	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	2749	76	160	1017	457	138	108	63	164	415	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	2749	76	160	1017	457	138	108	63	164	415	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	2749	76	160	1017	457	138	108	63	164	415	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	2749	76	160	1017	457	138	108	63	164	415	351

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.48	0.04	0.05	0.13	0.26	0.04	0.06	0.04	0.05	0.22	0.20
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	40.5	89.7	111.9	9.5	58.7	66.8	8.2	26.6	67.2	22.2	40.6	50.1
Volume/Cap:	0.59	0.86	0.06	0.86	0.36	0.63	0.86	0.34	0.09	0.38	0.86	0.64
Delay/Veh:	55.7	33.1	7.6	111.9	37.4	40.7	116.8	61.9	28.2	65.1	74.8	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:	55.7	33.1	7.6	111.9	37.4	40.7	116.8	61.9	28.2	65.1	74.8	52.9
LOS by Move:	E+	C-	A	F	D+	D	F	E	C	E	E	D-
HCM2kAvgQ:	13	39	1	7	9	19	6	5	2	5	22	16

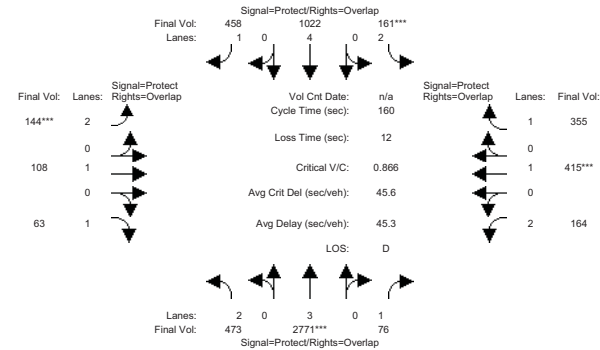
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	473	2771	76	161	1022	458	144	108	63	164	415	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:	473	2771	76	161	1022	458	144	108	63	164	415	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:	473	2771	76	161	1022	458	144	108	63	164	415	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:	473	2771	76	161	1022	458	144	108	63	164	415	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	2771	76	161	1022	458	144	108	63	164	415	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
FinalVolume:	473	2771	76	161	1022	458	144	108	63	164	415	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	3.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.49	0.04	0.05	0.13	0.26	0.05	0.06	0.04	0.05	0.22	0.20
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	40.7	89.8	111.9	9.4	58.5	67.0	8.4	26.6	67.3	22.2	40.3	49.8
Volume/Cap:	0.59	0.87	0.06	0.87	0.37	0.63	0.87	0.34	0.09	0.38	0.87	0.65
Delay/Veh:	55.5	33.4	7.6	113.0	37.6	40.6	116.7	61.9	28.1	65.1	75.9	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:	55.5	33.4	7.6	113.0	37.6	40.6	116.7	61.9	28.1	65.1	75.9	53.6
LOS by Move:	E+	C-	A	F	D+	D	F	E	C	E	E	D-
HCM2kAvgQ:	12	40	1	7	9	19	6	5	2	5	22	17

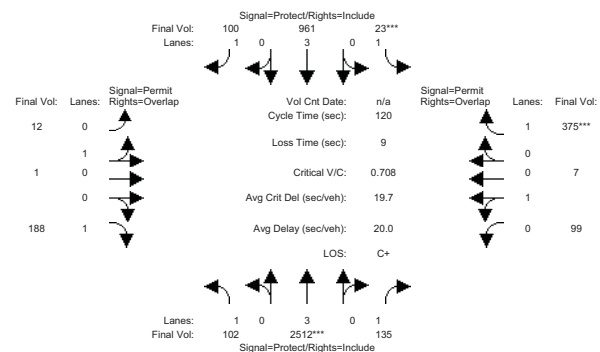
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #10: 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	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:	102	2512	135	23	961	100	12	1	188	99	7	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	2512	135	23	961	100	12	1	188	99	7	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	2512	135	23	961	100	12	1	188	99	7	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2512	135	23	961	100	12	1	188	99	7	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2512	135	23	961	100	12	1	188	99	7	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	2512	135	23	961	100	12	1	188	99	7	375

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.92	0.08	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1662	138	1750

Capacity Analysis Module:									
Vol/Sat:	0.06	0.44	0.08	0.01	0.17	0.06	0.01	0.01	0.11
Crit Moves:	0.06	0.06	0.06	0.01	0.01	0.01	0.06	0.06	0.21
Green Time:	21.5	76.8	76.8	7.0	62.3	62.3	27.2	27.2	48.7
Volume/Cap:	0.32	0.69	0.12	0.23	0.32	0.11	0.03	0.03	0.26
Delay/Veh:	45.6	15.0	8.6	59.0	17.0	15.0	36.3	36.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	15.0	8.6	59.0	17.0	15.0	36.3	36.3	24.6
LOS by Move:	D	B	A	E+	B	B	D+	D+	C
HCM2kAvgQ:	4	20	2	1	7	2	0	0	5

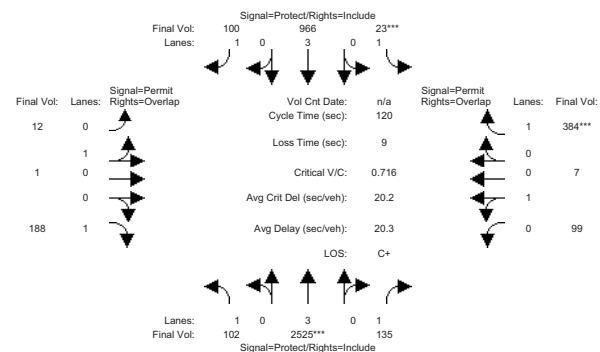
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:33:23 2015 Page 3-38

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #10: 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	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:	102	2525	135	23	966	100	12	1	188	99	7	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	2525	135	23	966	100	12	1	188	99	7	384
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	2525	135	23	966	100	12	1	188	99	7	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2525	135	23	966	100	12	1	188	99	7	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2525	135	23	966	100	12	1	188	99	7	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	2525	135	23	966	100	12	1	188	99	7	384

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.92	0.08	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1662	138	1750

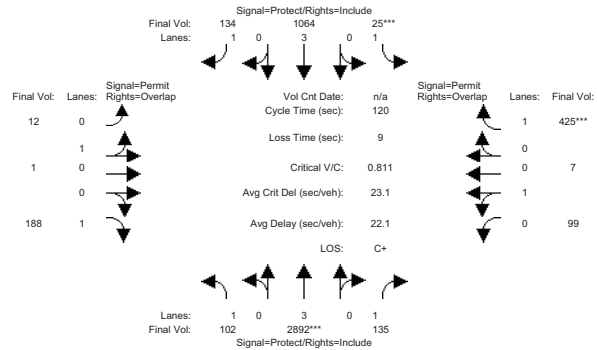
Capacity Analysis Module:									
Vol/Sat:	0.06	0.44	0.08	0.01	0.17	0.06	0.01	0.01	0.11
Crit Moves:	0.06	0.06	0.06	0.01	0.01	0.01	0.06	0.06	0.22
Green Time:	21.3	76.3	76.3	7.0	61.9	61.9	27.7	27.7	49.1
Volume/Cap:	0.33	0.70	0.12	0.23	0.33	0.11	0.03	0.03	0.26
Delay/Veh:	45.9	15.4	8.9	59.0	17.2	15.1	35.9	35.9	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	15.4	8.9	59.0	17.2	15.1	35.9	35.9	24.4
LOS by Move:	D	B	A	E+	B	B	D+	D+	C
HCM2kAvgQ:	4	21	2	1	7	2	0	0	5

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

1184 Mathilda Avenue TIA

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

Intersection #10: Mathilda Ave / Indio Way



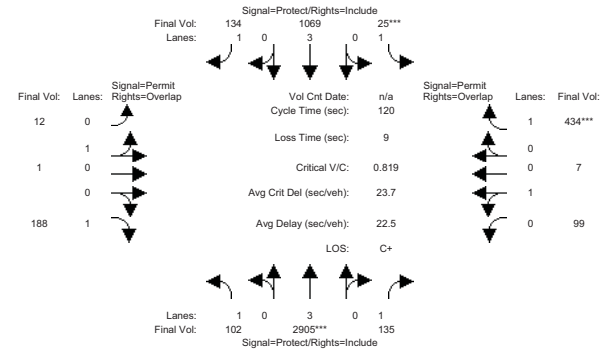
Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	2892	135	25	1064	134	12	1	188	99	7	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	2892	135	25	1064	134	12	1	188	99	7	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	2892	135	25	1064	134	12	1	188	99	7	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2892	135	25	1064	134	12	1	188	99	7	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2892	135	25	1064	134	12	1	188	99	7	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	2892	135	25	1064	134	12	1	188	99	7	425
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.92	0.08	1.00	0.93	0.07	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1662	138	1750	1681	119	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.51	0.08	0.01	0.19	0.08	0.01	0.01	0.11	0.06	0.06	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	76.3	76.3	7.0	63.4	63.4	27.7	27.7	47.6	27.7	27.7	34.7
Volume/Cap:	0.35	0.80	0.12	0.24	0.35	0.14	0.03	0.03	0.27	0.25	0.25	0.84
Delay/Veh:	47.8	18.1	8.9	59.6	16.7	14.8	35.9	35.9	25.5	39.2	39.2	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	18.1	8.9	59.6	16.7	14.8	35.9	35.9	25.5	39.2	39.2	55.3
LOS by Move:	D	B-	A	E+	B	B	D+	D+	C	D	D	E+
HCM2kAvgQ:	4	27	2	1	7	3	0	0	5	3	3	18

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #10: 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	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:	102	2905	135	25	1069	134	12	1	188	99	7	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	2905	135	25	1069	134	12	1	188	99	7	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	2905	135	25	1069	134	12	1	188	99	7	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2905	135	25	1069	134	12	1	188	99	7	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2905	135	25	1069	134	12	1	188	99	7	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	2905	135	25	1069	134	12	1	188	99	7	434
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.92	0.08	1.00	0.93	0.07	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1662	138	1750	1681	119	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.51	0.08	0.01	0.19	0.08	0.01	0.01	0.11	0.06	0.06	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.6	75.8	75.8	7.0	63.2	63.2	28.2	28.2	47.8	28.2	28.2	35.2
Volume/Cap:	0.36	0.81	0.12	0.24	0.36	0.15	0.03	0.03	0.27	0.25	0.25	0.85
Delay/Veh:	48.0	18.6	9.0	59.6	16.9	14.9	35.5	35.5	25.2	38.7	38.7	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	18.6	9.0	59.6	16.9	14.9	35.5	35.5	25.2	38.7	38.7	55.5
LOS by Move:	D	B-	A	E+	B	B	D+	D+	C	D+	D+	E+
HCM2kAvgQ:	4	28	2	1	7	3	0	0	5	3	3	19

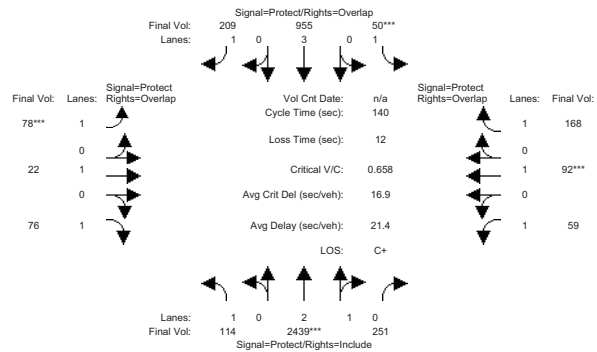
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #11: 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:												
Base Vol:	114	2439	251	50	955	209	78	22	76	59	92	168
Growth Adj:	1.00	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	2439	251	50	955	209	78	22	76	59	92	168
Added Vol:	0	0	0	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	2439	251	50	955	209	78	22	76	59	92	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2439	251	50	955	209	78	22	76	59	92	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2439	251	50	955	209	78	22	76	59	92	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2439	251	50	955	209	78	22	76	59	92	168

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	2.71	0.29	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5077	522	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.48	0.03	0.17	0.12	0.04	0.01	0.04	0.03	0.05	0.10
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	30.3	101	101.4	7.0	78.0	87.4	9.4	11.5	41.9	8.1	10.2	17.2
Volume/Cap:	0.30	0.66	0.66	0.57	0.30	0.19	0.66	0.14	0.15	0.58	0.66	0.78
Delay/Veh:	48.0	11.1	11.1	89.4	16.7	11.6	89.5	61.5	36.5	86.7	85.5	83.5
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:	48.0	11.1	11.1	89.4	16.7	11.6	89.5	61.5	36.5	86.7	85.5	83.5
LOS by Move:	D	B+	B+	F	B	B+	F	E	D+	F	F	F
HCM2kAvgQ:	4	21	21	3	7	4	5	1	3	4	5	9

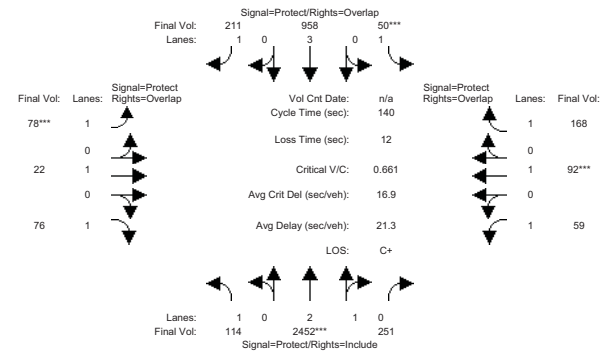
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #11: 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:												
Base Vol:	114	2452	251	50	958	211	78	22	76	59	92	168
Growth Adj:	1.00	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	2452	251	50	958	211	78	22	76	59	92	168
Added Vol:	0	0	0	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	2452	251	50	958	211	78	22	76	59	92	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2452	251	50	958	211	78	22	76	59	92	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2452	251	50	958	211	78	22	76	59	92	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2452	251	50	958	211	78	22	76	59	92	168

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	2.71	0.29	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5079	520	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.48	0.03	0.17	0.12	0.04	0.01	0.04	0.03	0.05	0.10
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	30.3	101	101.5	7.0	78.2	87.5	9.4	11.5	41.8	8.0	10.2	17.2
Volume/Cap:	0.30	0.67	0.67	0.57	0.30	0.19	0.67	0.14	0.15	0.59	0.67	0.78
Delay/Veh:	48.0	11.1	11.1	89.4	16.7	11.6	89.9	61.6	36.6	87.0	85.9	83.8
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:	48.0	11.1	11.1	89.4	16.7	11.6	89.9	61.6	36.6	87.0	85.9	83.8
LOS by Move:	D	B+	B+	F	B	B+	F	E	D+	F	F	F
HCM2kAvgQ:	4	21	21	3	7	4	5	1	3	4	5	9

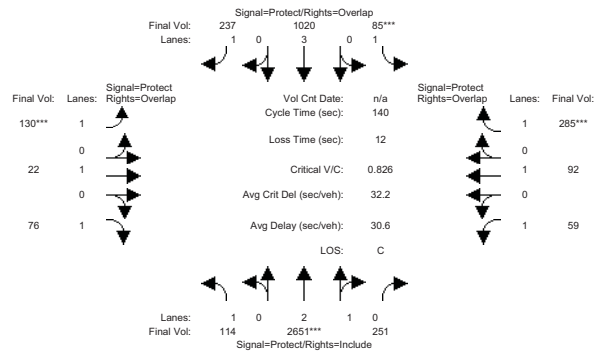
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #11: 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:												
Base Vol:	114	2651	251	85	1020	237	130	22	76	59	92	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:	114	2651	251	85	1020	237	130	22	76	59	92	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:	114	2651	251	85	1020	237	130	22	76	59	92	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:	114	2651	251	85	1020	237	130	22	76	59	92	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2651	251	85	1020	237	130	22	76	59	92	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
FinalVolume:	114	2651	251	85	1020	237	130	22	76	59	92	285

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	2.73	0.27	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5115	484	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.52	0.05	0.18	0.14	0.07	0.01	0.04	0.03	0.05	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.6	87.8	87.8	8.2	70.4	83.0	12.6	18.7	44.3	13.1	19.1	27.4
Volume/Cap:	0.36	0.83	0.83	0.83	0.36	0.23	0.83	0.09	0.14	0.36	0.35	0.83
Delay/Veh:	53.0	22.6	22.6	115.7	21.4	13.9	99.6	53.9	34.7	65.7	58.6	74.8
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:	53.0	22.6	22.6	115.7	21.4	13.9	99.6	53.9	34.7	65.7	58.6	74.8
LOS by Move:	D-	C+	C+	F	C+	B	F	D-	C-	E	E+	E
HCM2kAvgQ:	5	34	34	6	9	5	8	1	2	3	4	15

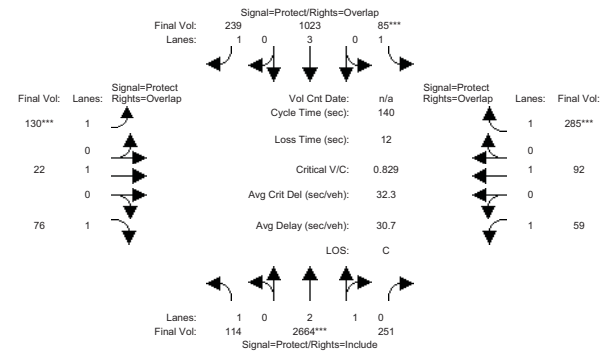
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #11: 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:												
Base Vol:	114	2664	251	85	1023	239	130	22	76	59	92	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:	114	2664	251	85	1023	239	130	22	76	59	92	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:	114	2664	251	85	1023	239	130	22	76	59	92	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:	114	2664	251	85	1023	239	130	22	76	59	92	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2664	251	85	1023	239	130	22	76	59	92	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
FinalVolume:	114	2664	251	85	1023	239	130	22	76	59	92	285

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	2.73	0.27	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5117	482	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.52	0.05	0.18	0.14	0.07	0.01	0.04	0.03	0.05	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.6	87.9	87.9	8.2	70.5	83.1	12.5	18.6	44.2	13.0	19.1	27.3
Volume/Cap:	0.36	0.83	0.83	0.83	0.36	0.23	0.83	0.09	0.14	0.36	0.36	0.84
Delay/Veh:	53.1	22.6	22.6	116.3	21.3	13.9	100.1	53.9	34.8	65.8	58.7	75.2
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:	53.1	22.6	22.6	116.3	21.3	13.9	100.1	53.9	34.8	65.8	58.7	75.2
LOS by Move:	D-	C+	C+	F	C+	B	F	D-	C-	E	E+	E-
HCM2kAvgQ:	5	34	34	6	9	5	8	1	2	3	4	15

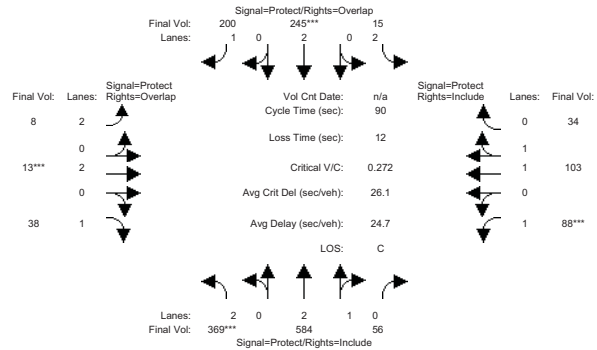
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda 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:												
Base Vol:	369	584	56	15	245	200	8	13	38	88	103	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:	369	584	56	15	245	200	8	13	38	88	103	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:	369	584	56	15	245	200	8	13	38	88	103	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:	369	584	56	15	245	200	8	13	38	88	103	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	584	56	15	245	200	8	13	38	88	103	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	584	56	15	245	200	8	13	38	88	103	34

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	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	3150	5109	490	3150	3800	1750	3150	3800	1750	1750	2781	918

Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.00	0.06	0.11	0.00	0.00	0.02	0.05	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.3	31.7	31.7	21.6	18.9	29.1	10.2	10.0	44.3	14.7	14.6	14.6
Volume/Cap:	0.31	0.32	0.32	0.02	0.31	0.35	0.02	0.03	0.04	0.31	0.23	0.23
Delay/Veh:	20.2	21.8	21.8	26.2	31.0	25.0	35.6	35.8	11.9	35.9	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	21.8	21.8	26.2	31.0	25.0	35.6	35.8	11.9	35.9	33.7	33.7
LOS by Move:	C+	C+	C+	C	C	C	D+	D+	B+	D+	C-	C-
HCM2kAvgQ:	4	4	4	0	3	5	0	0	1	3	2	2

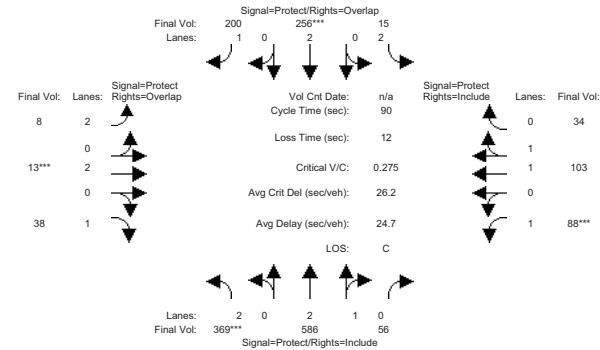
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda 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:												
Base Vol:	369	586	56	15	256	200	8	13	38	88	103	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:	369	586	56	15	256	200	8	13	38	88	103	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:	369	586	56	15	256	200	8	13	38	88	103	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:	369	586	56	15	256	200	8	13	38	88	103	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	586	56	15	256	200	8	13	38	88	103	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	586	56	15	256	200	8	13	38	88	103	34

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	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	3150	5111	488	3150	3800	1750	3150	3800	1750	1750	2781	918

Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.00	0.07	0.11	0.00	0.00	0.02	0.05	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.9	31.8	31.8	21.6	19.5	29.6	10.1	10.0	43.9	14.6	14.4	14.4
Volume/Cap:	0.31	0.32	0.32	0.02	0.31	0.35	0.02	0.03	0.04	0.31	0.23	0.23
Delay/Veh:	20.5	21.7	21.7	26.2	30.6	24.5	35.7	35.8	12.2	36.1	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:	20.5	21.7	21.7	26.2	30.6	24.5	35.7	35.8	12.2	36.1	33.8	33.8
LOS by Move:	C+	C+	C+	C	C	C	D+	D+	B	D+	C-	C-
HCM2kAvgQ:	4	4	4	0	3	5	0	0	1	3	2	2

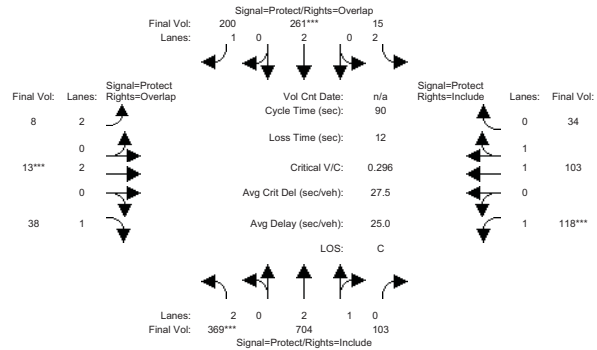
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda 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:												
Base Vol:	369	704	103	15	261	200	8	13	38	118	103	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:	369	704	103	15	261	200	8	13	38	118	103	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:	369	704	103	15	261	200	8	13	38	118	103	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:	369	704	103	15	261	200	8	13	38	118	103	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	704	103	15	261	200	8	13	38	118	103	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	704	103	15	261	200	8	13	38	118	103	34
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	2.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	3150	4884	715	3150	3800	1750	3150	3800	1750	1750	2781	918
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.00	0.07	0.11	0.00	0.00	0.02	0.07	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.5	32.4	32.4	17.5	18.4	30.0	11.6	10.0	41.5	18.1	16.5	16.5
Volume/Cap:	0.34	0.40	0.40	0.02	0.34	0.34	0.02	0.03	0.05	0.34	0.20	0.20
Delay/Veh:	22.4	22.1	22.1	29.4	31.7	24.2	34.3	35.8	13.5	33.3	31.8	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:	22.4	22.1	22.1	29.4	31.7	24.2	34.3	35.8	13.5	33.3	31.8	31.8
LOS by Move:	C+	C+	C+	C	C	C	C-	D+	B	C-	C	C
HCM2kAvgQ:	5	6	6	0	3	5	0	0	1	3	2	2

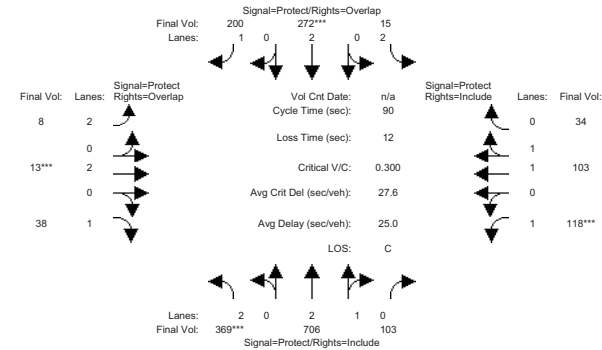
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #12: Mathilda Ave / Java Dr



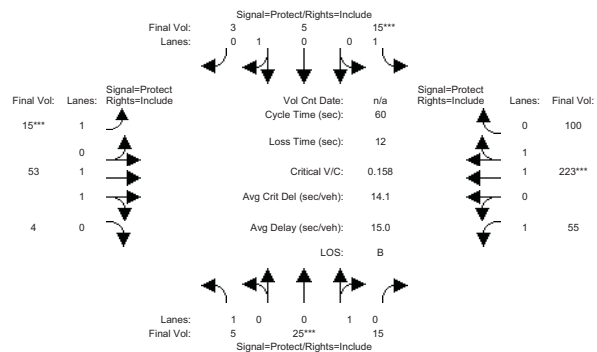
Street Name:	Mathilda Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	369	706	103	15	272	200	8	13	38	118	103	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:	369	706	103	15	272	200	8	13	38	118	103	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:	369	706	103	15	272	200	8	13	38	118	103	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:	369	706	103	15	272	200	8	13	38	118	103	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	706	103	15	272	200	8	13	38	118	103	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	706	103	15	272	200	8	13	38	118	103	34
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	2.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	3150	4886	713	3150	3800	1750	3150	3800	1750	1750	2781	918
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.00	0.07	0.11	0.00	0.00	0.02	0.07	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.1	32.6	32.6	17.5	19.0	30.5	11.5	10.0	41.1	17.9	16.4	16.4
Volume/Cap:	0.34	0.40	0.40	0.02	0.34	0.34	0.02	0.03	0.05	0.34	0.20	0.20
Delay/Veh:	22.7	22.0	22.0	29.4	31.3	23.8	34.4	35.8	13.7	33.6	31.9	31.9
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:	22.7	22.0	22.0	29.4	31.3	23.8	34.4	35.8	13.7	33.6	31.9	31.9
LOS by Move:	C+	C+	C+	C	C	C	C-	D+	B	C-	C	C
HCM2kAvgQ:	5	6	6	0	3	5	0	0	1	3	2	2

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

1184 Mathilda Avenue TIA

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

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	5	25	15	15	5	3	15	53	4	55	223	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:	5	25	15	15	5	3	15	53	4	55	223	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:	5	25	15	15	5	3	15	53	4	55	223	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:	5	25	15	15	5	3	15	53	4	55	223	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	15	5	3	15	53	4	55	223	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:	5	25	15	15	5	3	15	53	4	55	223	100

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	0.99	0.95
Lanes:	1.00	0.62	0.38	1.00	0.62	0.38	1.00	1.86	0.14	1.00	1.36	0.64
Final Sat.:	1750	1125	675	1750	1125	675	1750	3440	260	1750	2554	1145

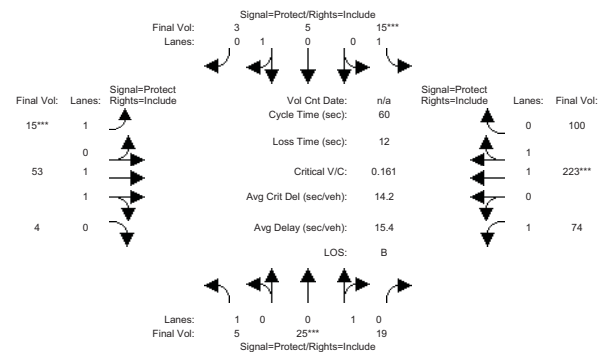
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.01	0.00	0.00	0.01	0.02	0.02	0.03	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	18.2	18.2	12.8	24.0	24.0
Volume/Cap:	0.02	0.13	0.13	0.07	0.03	0.03	0.07	0.05	0.05	0.15	0.22	0.22
Delay/Veh:	23.7	22.2	22.2	24.3	21.1	21.1	24.3	14.8	14.8	20.0	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:	23.7	22.2	22.2	24.3	21.1	21.1	24.3	14.8	14.8	20.0	12.2	12.2
LOS by Move:	C	C+	C+	C	C+	C+	C	B	B	C+	B	B
HCM2kAvgQ:	0	1	1	0	0	0	0	0	0	1	2	2

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	5	25	19	15	5	3	15	53	4	74	223	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:	5	25	19	15	5	3	15	53	4	74	223	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:	5	25	19	15	5	3	15	53	4	74	223	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:	5	25	19	15	5	3	15	53	4	74	223	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	19	15	5	3	15	53	4	74	223	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:	5	25	19	15	5	3	15	53	4	74	223	100

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	0.99	0.95
Lanes:	1.00	0.57	0.43	1.00	0.62	0.38	1.00	1.86	0.14	1.00	1.36	0.64
Final Sat.:	1750	1023	777	1750	1125	675	1750	3440	260	1750	2554	1145

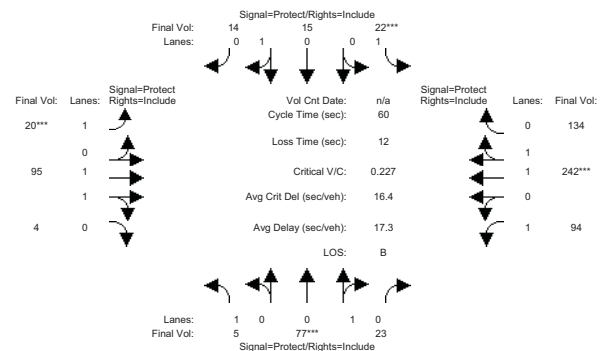
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.01	0.00	0.00	0.01	0.02	0.02	0.04	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	18.2	18.2	12.8	24.0	24.0
Volume/Cap:	0.02	0.15	0.15	0.07	0.03	0.03	0.07	0.05	0.05	0.20	0.22	0.22
Delay/Veh:	23.7	22.4	22.4	24.3	21.1	21.1	24.3	14.8	14.8	20.6	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:	23.7	22.4	22.4	24.3	21.1	21.1	24.3	14.8	14.8	20.6	12.2	12.2
LOS by Move:	C	C+	C+	C	C+	C+	C	B	B	C+	B	B
HCM2kAvgQ:	0	1	1	0	0	0	0	0	0	1	2	2

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

1184 Mathilda Avenue TIA

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

Intersection #13: Bordeaux Dr / Java Dr



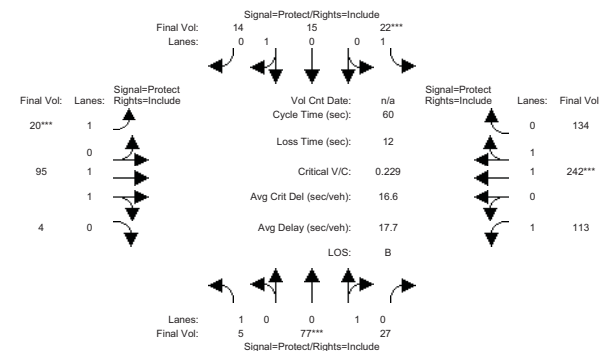
Street Name:	Bordeaux Dr						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	77	23	22	15	14	20	95	4	94	242	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	77	23	22	15	14	20	95	4	94	242	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	77	23	22	15	14	20	95	4	94	242	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	77	23	22	15	14	20	95	4	94	242	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	77	23	22	15	14	20	95	4	94	242	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	77	23	22	15	14	20	95	4	94	242	134
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	0.77	0.23	1.00	0.52	0.48	1.00	1.92	0.08	1.00	1.27	0.73
Final Sat.:	1750	1386	414	1750	931	869	1750	3550	149	1750	2380	1318
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.01	0.02	0.02	0.01	0.03	0.03	0.05	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.8	12.0	12.0	7.0	11.2	11.2	7.0	17.1	17.1	11.9	22.0	22.0
Volume/Cap:	0.02	0.28	0.28	0.11	0.09	0.09	0.10	0.09	0.09	0.27	0.28	0.28
Delay/Veh:	22.9	22.2	22.2	24.8	20.7	20.7	24.6	16.0	16.0	22.2	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.2	22.2	24.8	20.7	20.7	24.6	16.0	16.0	22.2	13.9	13.9
LOS by Move:	C+	C+	C+	C	C+	C+	C	B	B	C+	B	B
HCM2kAvgQ:	0	2	2	0	1	1	0	1	1	2	3	3

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #13: Bordeaux Dr / Java Dr



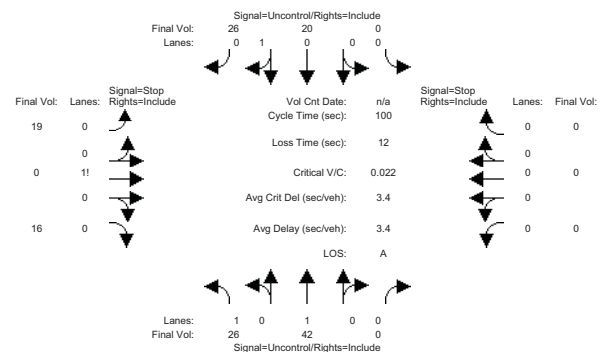
Street Name:	Bordeaux Dr						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	77	27	22	15	14	20	95	4	113	242	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	77	27	22	15	14	20	95	4	113	242	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	77	27	22	15	14	20	95	4	113	242	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	77	27	22	15	14	20	95	4	113	242	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	77	27	22	15	14	20	95	4	113	242	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	77	27	22	15	14	20	95	4	113	242	134
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	0.74	0.26	1.00	0.52	0.48	1.00	1.92	0.08	1.00	1.27	0.73
Final Sat.:	1750	1333	467	1750	931	869	1750	3550	149	1750	2380	1318
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.01	0.02	0.02	0.01	0.03	0.03	0.06	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.0	12.3	12.3	7.0	11.4	11.4	7.0	16.9	16.9	11.8	21.7	21.7
Volume/Cap:	0.02	0.28	0.28	0.11	0.09	0.09	0.10	0.10	0.10	0.33	0.28	0.28
Delay/Veh:	22.8	22.0	22.0	24.8	20.5	20.5	24.6	16.1	16.1	23.2	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:	22.8	22.0	22.0	24.8	20.5	20.5	24.6	16.1	16.1	23.2	14.1	14.1
LOS by Move:	C+	C+	C+	C	C+	C+	C	B	B	C	B	B
HCM2kAvgQ:	0	2	2	0	1	1	0	1	1	2	3	3

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #14: 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:												
Base Vol:	26	42	0	0	20	26	19	0	16	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:	26	42	0	0	20	26	19	0	16	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:	26	42	0	0	20	26	19	0	16	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:	26	42	0	0	20	26	19	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	42	0	0	20	26	19	0	16	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxxx	xxxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	46	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	127	127	33	xxxxx	xxxxx	xxxxxx
Potent Cap.:	1575	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	872	767	1046	xxxxx	xxxxx	xxxxxx
Move Cap.:	1575	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	861	755	1046	xxxxx	xxxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	0.02	0.00	0.02	xxxxx	xxxxx	xxxxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxx	937	xxxxxx	xxxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	9.0	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	xxxxx	A	xxxxx	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			9.0		xxxxxxx		
ApproachLOS:	*				*			A		*		

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 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	1	0	0	0	0
Initial Vol:	26	42	0	0	20	26	19	0	16	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.0			xxxxxx		

Approach[eastbound][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=35]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=149]

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 #14 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	1	0	0	0	0
Initial Vol:	26	42	0	0	20	26	19	0	16	0	0	0

Major Street Volume: 114
Minor Approach Volume: 35
Minor Approach Volume Threshold: 1033

SIGNAL WARRANT DISCLAIMER

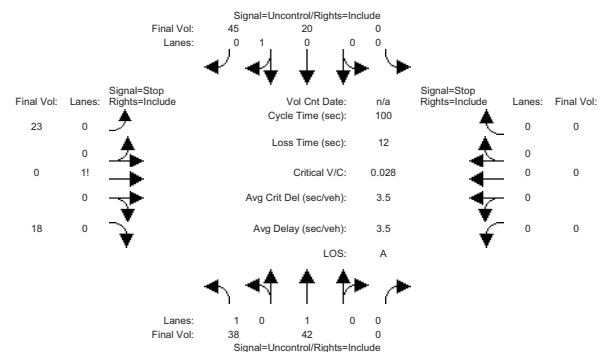
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exit+Proj AM

Intersection #14: 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:

Base Vol:	38	42	0	0	20	45	23	0	18	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:	38	42	0	0	20	45	23	0	18	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:	38	42	0	0	20	45	23	0	18	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:	38	42	0	0	20	45	23	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	42	0	0	20	45	23	0	18	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	65	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	161	43	xxxx	xxxx	xxxxx
Potent Cap.:	1550	xxxx	xxxxx	xxxxx	xxxx	xxxxx	835	735	1034	xxxx	xxxx	xxxxx
Move Cap.:	1550	xxxx	xxxxx	xxxxx	xxxx	xxxxx	820	717	1034	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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	xxxxx	xxxxx	xxxx	xxxxx	xxxx	902	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #14 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:	38 42 0 0	0 20 45	23 0 18	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.2	xxxxxx

Approach[eastbound][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=41]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=186]

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 #14 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:	38 42 0 0	0 20 45	23 0 18	0 0 0 0

Major Street Volume: 145

Minor Approach Volume: 41

Minor Approach Volume Threshold: 950

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).

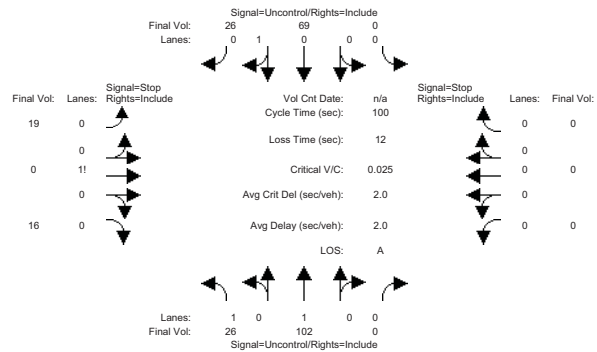
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back AM

Intersection #14: 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:												
Base Vol:	26	102	0	0	69	26	19	0	16	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:	26	102	0	0	69	26	19	0	16	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:	26	102	0	0	69	26	19	0	16	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:	26	102	0	0	69	26	19	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	102	0	0	69	26	19	0	16	0	0	0
----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	95	xxxx	xxxxx	xxxxx	xxxx	xxxxx	236	236	82	xxxx	xxxx	xxxxx
Potent Cap.:	1512	xxxx	xxxxx	xxxxx	xxxx	xxxxx	757	668	983	xxxx	xxxx	xxxxx
Move Cap.:	1512	xxxx	xxxxx	xxxxx	xxxx	xxxxx	747	657	983	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx
----- ----- ----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	839	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5		xxxxxx			
ApproachLOS:	*			*			A		*			

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 Bordeaux Dr / 5th Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
----- ----- ----- ----- -----													
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Lanes:	1	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	26	102	0	0	69	26	19	0	16	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx			

Approach[eastbound][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=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=258]
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 #14 Bordeaux Dr / 5th Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Control:		Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Lanes:		1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:		26	102	0	0	69	26	19	0	16	0	0	0	0	0	0
Major Street Volume:					223											
Minor Approach Volume:					35											
Minor Approach Volume Threshold:					802											

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).

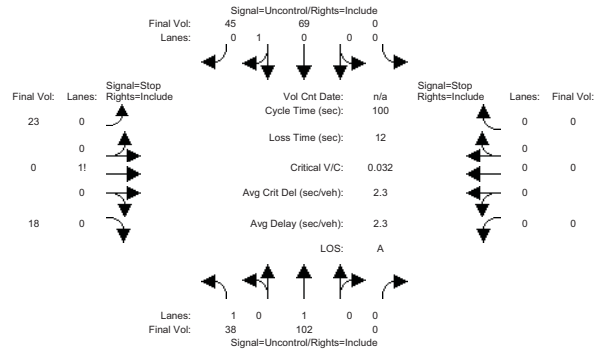
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back+Proj AM

Intersection #14: 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:												
Base Vol:	38	102	0	0	69	45	23	0	18	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:	38	102	0	0	69	45	23	0	18	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:	38	102	0	0	69	45	23	0	18	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:	38	102	0	0	69	45	23	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	102	0	0	69	45	23	0	18	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:	114	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	270	270	92	xxxx	xxxx	xxxxxx
Potent Cap.:	1488	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	724	640	971	xxxx	xxxx	xxxxxx
Move Cap.:	1488	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	710	624	971	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxxxx	0.03	0.00	0.02	xxxx	xxxx	xxxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	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
Shared Cap.:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxx	805	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	xxxx	A	xxxx	*	*	xxxx
ApproachDel:	xxxxxxx				xxxxxxx			9.7		xxxxxxx		
ApproachLOS:	*				*			A		*		

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 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
Initial Vol:	38	102	0	0	69	45	23	0	18	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		

Approach[eastbound][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=41]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=295]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

***** Intersection #14 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
Initial Vol:	38	102	0	0	69	45	23	0	18	0	0	0
Major Street Volume:				254								
Minor Approach Volume:				41								
Minor Approach Volume Threshold:				757								

SIGNAL WARRANT DISCLAIMER

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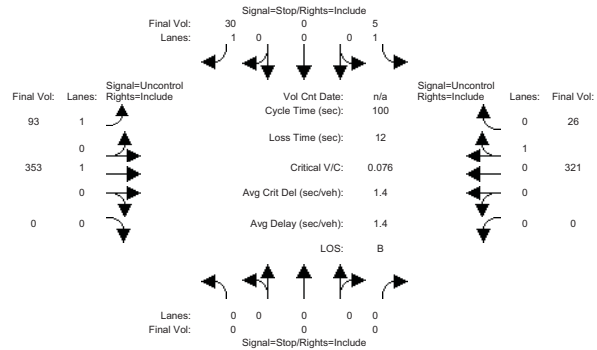
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:
Base Vol: 0 0 0 5 0 30 93 353 0 0 321 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 5 0 30 93 353 0 0 321 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 5 0 30 93 353 0 0 321 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 5 0 30 93 353 0 0 321 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 5 0 30 93 353 0 0 321 26

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 873 xxxx 334 347 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 323 xxxx 712 1223 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 304 xxxx 712 1223 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx 0.02 xxxx 0.04 0.08 xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx 0.1 0.2 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 17.0 xxxx 10.3 8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * C * B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 11.2 xxxxxx xxxxxx
ApproachLOS: * B * * * * *

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0
Initial Vol: 0 0 0 5 0 30 93 353 0 0 321 26
ApproachDel: xxxxxx 11.2 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=828]
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 #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0
Initial Vol: 0 0 0 5 0 30 93 353 0 0 321 26
Major Street Volume: 793
Minor Approach Volume: 35
Minor Approach Volume Threshold: 474

SIGNAL WARRANT DISCLAIMER

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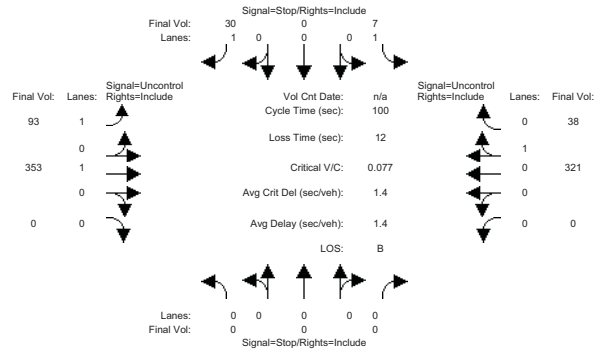
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exit+Proj AM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:

Base Vol:	0	0	0	7	0	30	93	353	0	0	321	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	30	93	353	0	0	321	38
Added Vol:	0	0	0	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	7	0	30	93	353	0	0	321	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	7	0	30	93	353	0	0	321	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	7	0	30	93	353	0	0	321	38

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	879	xxxx	340	359	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	321	xxxx	707	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	302	xxxx	707	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.04	0.08	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.2	xxxx	10.3	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	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	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0

Initial Vol: 0 0 0 7 0 30 93 353 0 0 321 38

ApproachDel: xxxxxx 11.6 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=37]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=842]

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 #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0

Initial Vol: 0 0 0 7 0 30 93 353 0 0 321 38

Major Street Volume: 805

Minor Approach Volume: 37

Minor Approach Volume Threshold: 467

SIGNAL WARRANT DISCLAIMER

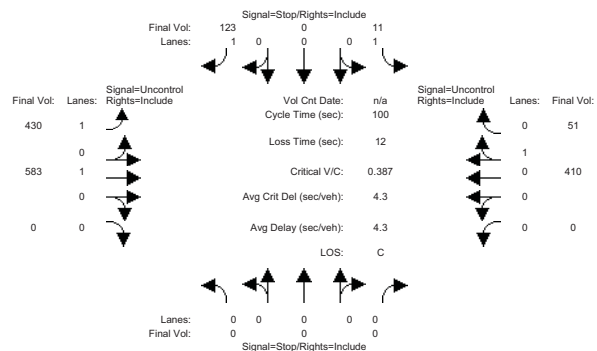
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back AM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:

Base Vol:	0	0	0	11	0	123	430	583	0	0	410	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:	0	0	0	11	0	123	430	583	0	0	410	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:	0	0	0	11	0	123	430	583	0	0	410	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:	0	0	0	11	0	123	430	583	0	0	410	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	11	0	123	430	583	0	0	410	51

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1879	xxxx	436	461	xxxx	xxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	79	xxxx	625	1111	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	55	xxxx	625	1111	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	0.20	0.39	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.7	xxxx	0.7	1.9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	85.3	xxxx	12.2	10.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
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	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	xxxx	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.2			xxxxxx				xxxxxx	
ApproachLOS:	*			C			*				*	

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / 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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0	1 0 0 0	1 0 1 0	0 0 0 1
Initial Vol:	0 0 0	11 0 123	430 583	0 0 410 51
ApproachDel:	xxxxxx	18.2	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=134]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1608]

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 #15 Bordeaux Dr / 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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0	1 0 0 0	1 0 1 0	0 0 0 1
Initial Vol:	0 0 0	11 0 123	430 583	0 0 410 51

Major Street Volume: 1474

Minor Approach Volume: 134

Minor Approach Volume Threshold: 207

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).

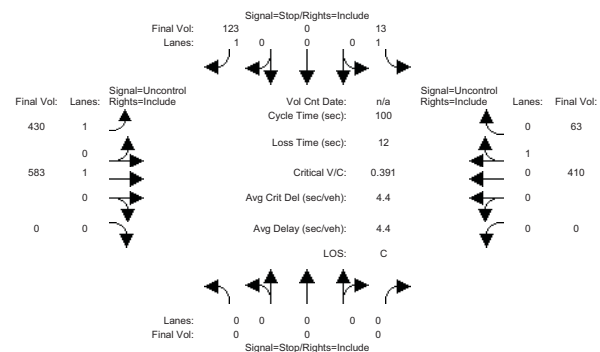
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back+Proj AM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:

Base Vol:	0	0	0	13	0	123	430	583	0	0	410	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	13	0	123	430	583	0	0	410	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	13	0	123	430	583	0	0	410	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	13	0	123	430	583	0	0	410	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	123	430	583	0	0	410	63

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1885	xxxx	442	473	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	79	xxxx	620	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	55	xxxx	620	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.20	0.39	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	0.7	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	90.2	xxxx	12.2	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
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	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.7			xxxxxx				xxxxxx	
ApproachLOS:	*			C			*				*	

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0

Initial Vol: 0 0 0 13 0 123 430 583 0 0 410 63

ApproachDel: xxxxxx 19.7 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=136]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1622]

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 #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0

Initial Vol: 0 0 0 13 0 123 430 583 0 0 410 63

Major Street Volume: 1486

Minor Approach Volume: 136

Minor Approach Volume Threshold: 204

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.

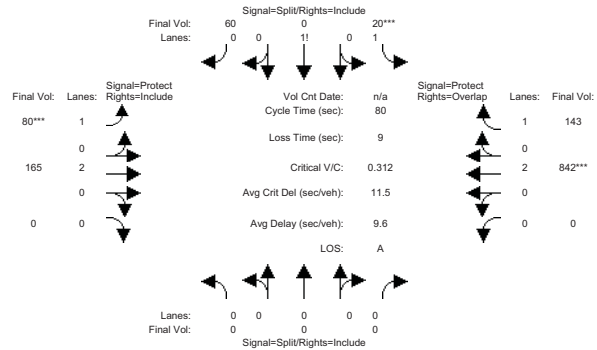
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1184 Mathilda Avenue TIA

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

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	20	0	60	80	165	0	0	842	143
Growth Adj:	1.00	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	20	0	60	80	165	0	0	842	143
Added Vol:	0	0	0	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	20	0	60	80	165	0	0	842	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	60	80	165	0	0	842	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	60	80	165	0	0	842	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	60	80	165	0	0	842	143
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	1.15	0.00	0.85	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2006	0	1537	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.05	0.04	0.00	0.00	0.22	0.08
Crit Moves:												
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	10.4	61.0	0.0	0.0	50.6	60.6
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.31	0.35	0.06	0.00	0.00	0.35	0.11
Delay/Veh:	0.0	0.0	0.0	31.1	0.0	35.0	35.9	2.4	0.0	0.0	7.4	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.1	0.0	35.0	35.9	2.4	0.0	0.0	7.4	2.7
LOS by Move:	A	A	A	C	A	D+	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	2	1	0	0	5	1

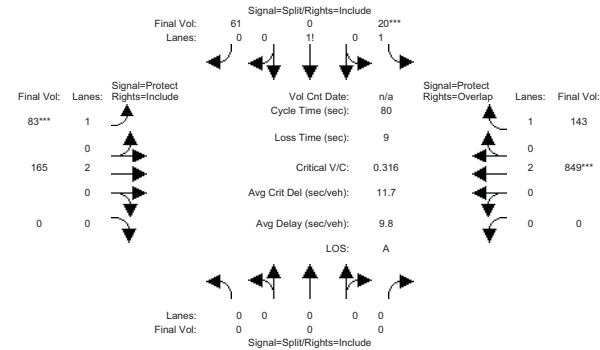
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	20	0	61	83	165	0	0	849	143
Growth Adj:	1.00	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	20	0	61	83	165	0	0	849	143
Added Vol:	0	0	0	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	20	0	61	83	165	0	0	849	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	61	83	165	0	0	849	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	61	83	165	0	0	849	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	61	83	165	0	0	849	143
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	1.14	0.00	0.86	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2003	0	1540	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.05	0.04	0.00	0.00	0.22	0.08
Crit Moves:												
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	10.7	61.0	0.0	0.0	50.3	60.3
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.32	0.36	0.06	0.00	0.00	0.36	0.11
Delay/Veh:	0.0	0.0	0.0	31.1	0.0	35.1	35.7	2.4	0.0	0.0	7.5	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.1	0.0	35.1	35.7	2.4	0.0	0.0	7.5	2.8
LOS by Move:	A	A	A	C	A	D+	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	2	1	0	0	5	1

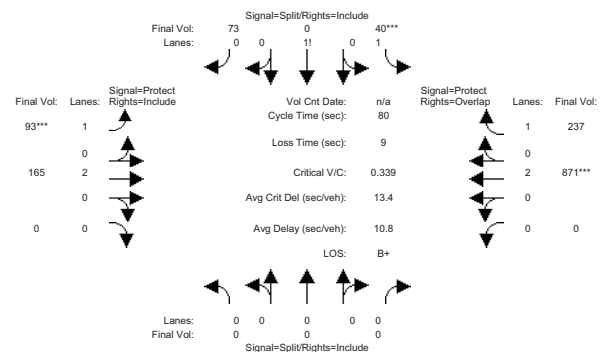
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	40	0	73	93	165	0	0	871	237
Growth Adj:	1.00	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	40	0	73	93	165	0	0	871	237
Added Vol:	0	0	0	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	40	0	73	93	165	0	0	871	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	73	93	165	0	0	871	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	73	93	165	0	0	871	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	73	93	165	0	0	871	237
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	1.22	0.00	0.78	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2135	0	1404	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.04	0.00	0.00	0.23	0.14
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	12.3	0.0	12.3	11.1	58.7	0.0	0.0	47.7	59.9
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.34	0.38	0.06	0.00	0.00	0.38	0.18
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	33.0	35.9	3.0	0.0	0.0	9.0	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	0.0	33.0	35.9	3.0	0.0	0.0	9.0	3.2
LOS by Move:	A	A	A	C	A	C-	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	3	1	0	0	6	2
Note: Queue reported is the number of cars per lane.												

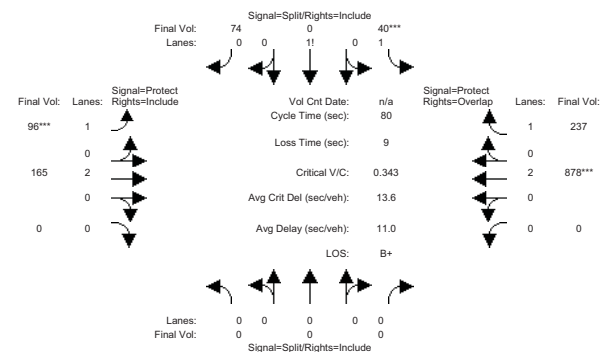
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	40	0	74	96	165	0	0	878	237
Growth Adj:	1.00	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	40	0	74	96	165	0	0	878	237
Added Vol:	0	0	0	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	40	0	74	96	165	0	0	878	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	74	96	165	0	0	878	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	74	96	165	0	0	878	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	74	96	165	0	0	878	237
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
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	1.22	0.00	0.78	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2131	0	1408	1750	3800	0	0	3800	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.04	0.00	0.00	0.23	0.14
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	12.2	0.0	12.2	11.3	58.8	0.0	0.0	47.5	59.7
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.34	0.39	0.06	0.00	0.00	0.39	0.18
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	33.1	35.8	3.0	0.0	0.0	9.1	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	29.5	0.0	33.1	35.8	3.0	0.0	0.0	9.1	3.3
LOS by Move:	A	A	A	C	A	C-	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	3	1	0	0	6	2
Note: Queue reported is the number of cars per lane.												

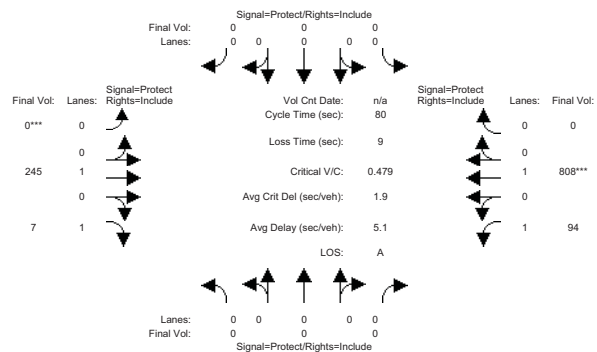
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	245	7	94	808	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	245	7	94	808	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	245	7	94	808	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	245	7	94	808	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	245	7	94	808	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	245	7	94	808	0

Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	0	0	0	0	1900	1750	1900

Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.05
Crit Moves:								
Green Time:	0.0	0.0	0.0	0.0	0.0	42.3	42.3	28.7
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.24	0.01	0.15
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	10.8	8.9	17.9
User DelAdj:	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	10.8	8.9	17.9
LOS by Move:	A	A	A	A	A	B+	A	B
HCM2kAvgQ:	0	0	0	0	0	3	0	2

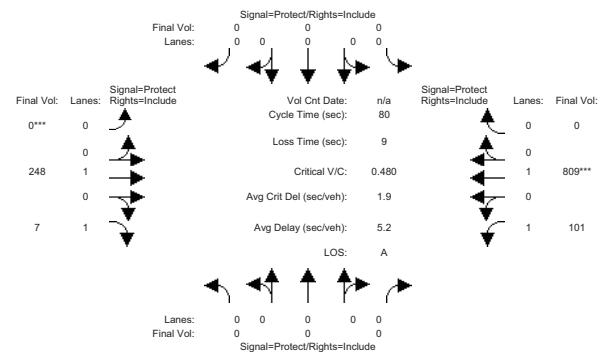
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj AM

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	248	7	101	809	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	248	7	101	809	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	248	7	101	809	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	248	7	101	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	248	7	101	809	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	248	7	101	809	0

Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	0	0	0	0	1900	1750	1900

Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.06
Crit Moves:								
Green Time:	0.0	0.0	0.0	0.0	0.0	42.5	42.5	28.5
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.25	0.01	0.16
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	10.7	8.8	18.2
User DelAdj:	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	10.7	8.8	18.2
LOS by Move:	A	A	A	A	A	B+	A	B
HCM2kAvgQ:	0	0	0	0	0	3	0	2

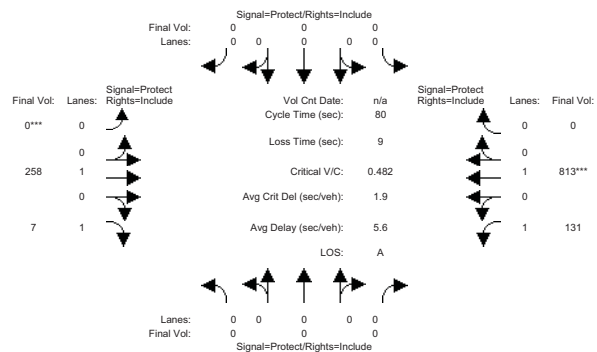
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	258	7	131	813	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	258	7	131	813	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	258	7	131	813	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	258	7	131	813	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	258	7	131	813	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	258	7	131	813	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	0.14	0.00	0.07	0.43	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.2	43.2	27.6	71.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.01	0.22	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4	8.5	19.2	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4	8.5	19.2	1.9	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	4	0

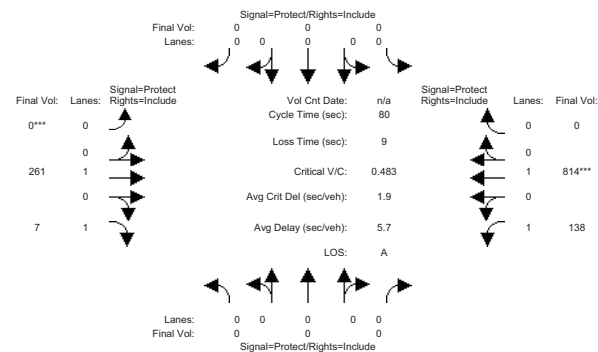
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj AM

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	261	7	138	814	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	261	7	138	814	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	261	7	138	814	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	261	7	138	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	261	7	138	814	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	261	7	138	814	0

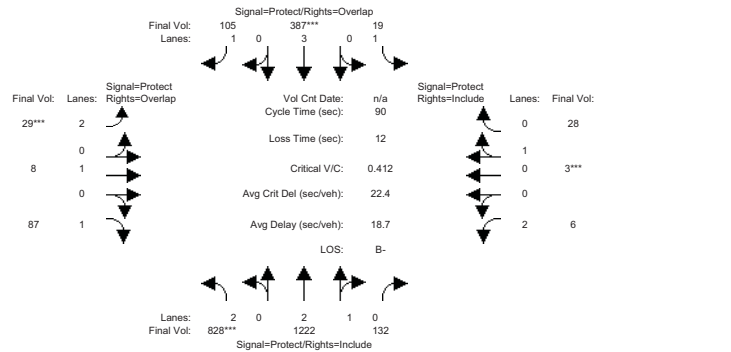
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.08	0.43	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.4	43.4	27.6	71.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.01	0.23	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3	8.4	19.5	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3	8.4	19.5	1.9	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	4	0

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

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

Intersection #1: Mathilda Ave / 5th Ave

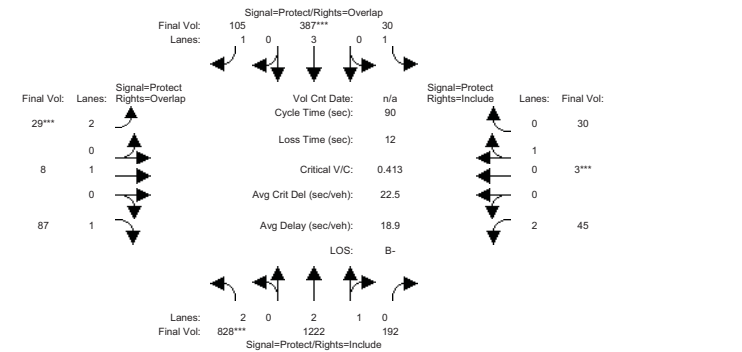


Mathilda Ave											
Approach: North Bound South Bound East Bound West Bound											
Movement: L - T - R L - T - R L - T - R L - T - R											
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:											
Base Vol:	828	1222	132	19	387	105	29	8	87	6	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
Initial Bse:	828	1222	132	19	387	105	29	8	87	6	3
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:	828	1222	132	19	387	105	29	8	87	6	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
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:	828	1222	132	19	387	105	29	8	87	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	828	1222	132	19	387	105	29	8	87	6	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
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:	828	1222	132	19	387	105	29	8	87	6	3
Saturation Flow Module:											
Sat/Lane:	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
Lanes:	2.00	2.70	0.30	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.10
Final Sat.:	3150	5053	546	1750	5700	1750	3150	1900	1750	3150	174
Capacity Analysis Module:											
Vol/Sat:	0.26	0.24	0.24	0.01	0.07	0.06	0.01	0.00	0.05	0.00	0.02
Crit Moves:	****			****			****			****	
Green Time:	48.5	46.2	46.2	14.8	12.5	19.5	7.0	10.0	58.5	7.0	10.0
Volume/Cap:	0.49	0.47	0.47	0.07	0.49	0.28	0.12	0.04	0.08	0.02	0.16
Delay/Veh:	14.0	14.6	14.6	32.2	37.9	31.2	39.6	36.0	5.9	38.5	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
AdjDel/Veh:	14.0	14.6	14.6	32.2	37.9	31.2	39.6	36.0	5.9	38.5	37.8
LOS by Move:	B	B	B	C-	D+	C	D	D+	A	D+	D+
HCM2kAvgQ:	9	8	8	1	4	3	1	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)
Cum+Proj AM

Intersection #1: Mathilda Ave / 5th Ave



Mathilda 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
Y+R:	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:	828	1222	192	30	387	105	29	8	87	45	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
Initial Bse:	828	1222	192	30	387	105	29	8	87	45	3
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:	828	1222	192	30	387	105	29	8	87	45	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
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:	828	1222	192	30	387	105	29	8	87	45	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	828	1222	192	30	387	105	29	8	87	45	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
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:	828	1222	192	30	387	105	29	8	87	45	3

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	2.00	2.58	0.42	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.09
Final Sat.:	3150	4839	760	1750	5700	1750	3150	1900	1750	3150	164
Capacity Analysis Module:											
Vol/Sat:	0.26	0.25	0.25	0.02	0.07	0.06	0.01	0.00	0.05	0.01	0.02
Crit Moves:	****			****			****			****	
Green Time:	48.5	46.6	46.6	14.4	12.5	19.5	7.0	10.0	58.5	7.0	10.0
Volume/Cap:	0.49	0.49	0.49	0.11	0.49	0.28	0.12	0.04	0.08	0.18	0.17
Delay/Veh:	14.0	14.6	14.6	33.1	37.9	31.2	39.6	36.0	5.9	40.5	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
AdjDel/Veh:	14.0	14.6	14.6	33.1	37.9	31.2	39.6	36.0	5.9	40.5	38.0
LOS by Move:	B	B	B	C-	D+	C	D	D+	A	D	D+
HCM2kAvgQ:	9	9	9	1	4	3	1	0	1	1	1

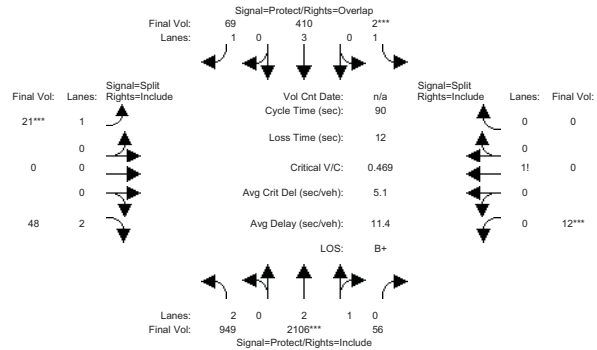
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:36:26 2015 Page 3-3

1184 Mathilda Avenue TIA

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

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave						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:												
Base Vol:	949	2106	56	2	410	69	21	0	48	12	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:	949	2106	56	2	410	69	21	0	48	12	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:	949	2106	56	2	410	69	21	0	48	12	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:	949	2106	56	2	410	69	21	0	48	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	2106	56	2	410	69	21	0	48	12	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	949	2106	56	2	410	69	21	0	48	12	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.92	0.08	1.00	3.00	1.00	1.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	3150	5455	145	1750	5700	1750	1750	0	3150	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.39	0.39	0.00	0.07	0.04	0.01	0.00	0.02	0.01	0.00	0.00
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	47.3	68.0	0.0	0.0	20.7	20.7	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.51	xxxx	xxxx	0.31	0.17	0.11	0.00	0.14	xxxx	0.00	0.00
Delay/Veh:	15.9	4.8	0.0	0.0	29.4	28.7	37.1	0.0	36.9	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:	15.9	4.8	0.0	0.0	29.4	28.7	37.1	0.0	36.9	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	D+	A	D+	A	A	A
HCM2kAvgQ:	11	8	18	0	3	2	1	0	1	0	0	0

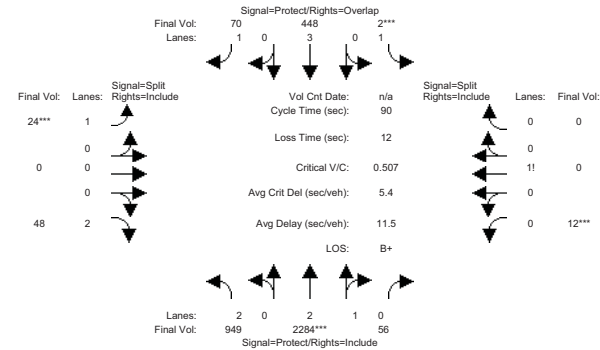
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #2: Mathilda Ave / Innovation Way



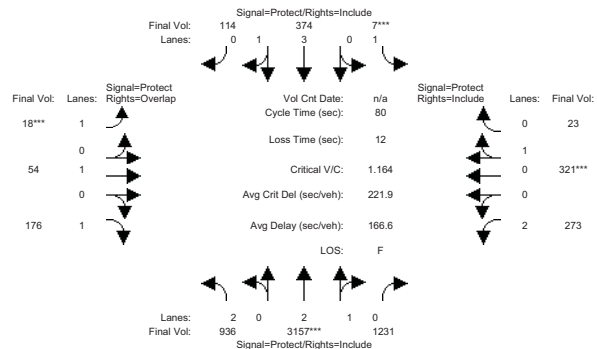
Street Name:	Mathilda Ave						Innovation Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	949	2284	56	2	448	70	24	0	48	12	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:	949	2284	56	2	448	70	24	0	48	12	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:	949	2284	56	2	448	70	24	0	48	12	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:	949	2284	56	2	448	70	24	0	48	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	2284	56	2	448	70	24	0	48	12	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	949	2284	56	2	448	70	24	0	48	12	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.93	0.07	1.00	3.00	1.00	1.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	3150	5466	134	1750	5700	1750	1750	0	3150	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.42	0.42	0.00	0.08	0.04	0.01	0.00	0.02	0.01	0.00	0.00
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	47.3	68.0	0.0	0.0	20.7	20.7	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.55	xxxx	xxxx	0.34	0.17	0.12	0.00	0.14	xxxx	0.00	0.00
Delay/Veh:	15.9	5.1	0.0	0.0	29.7	28.7	37.4	0.0	36.9	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:	15.9	5.1	0.0	0.0	29.7	28.7	37.4	0.0	36.9	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	D+	A	D+	A	A	A
HCM2kAvgQ:	11	10	20	0	4	2	1	0	1	0	0	0

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

1184 Mathilda Avenue TIA

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	936	3157	1231	7	374	114	18	54	176	273	321	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:	936	3157	1231	7	374	114	18	54	176	273	321	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:	936	3157	1231	7	374	114	18	54	176	273	321	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:	936	3157	1231	7	374	114	18	54	176	273	321	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	936	3157	1231	7	374	114	18	54	176	273	321	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	936	3157	1231	7	374	114	18	54	176	273	321	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.13	0.87	1.00	3.03	0.97	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	3150	4027	1570	1750	5745	1751	1750	1900	1750	3150	1680	120

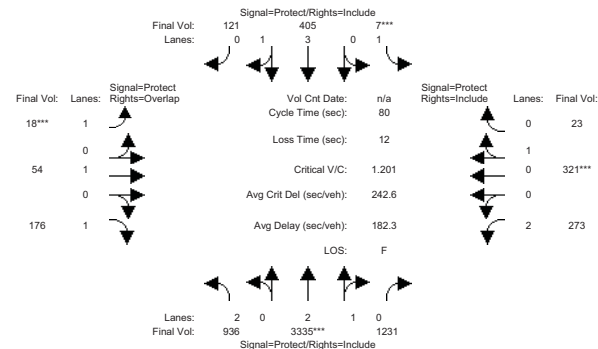
Capacity Analysis Module:												
Vol/Sat:	0.30	0.78	0.78	0.00	0.07	0.07	0.01	0.03	0.10	0.09	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.5	43.4	43.4	7.0	14.9	14.9	7.0	10.3	45.8	7.2	10.6	10.6
Volume/Cap:	0.67	1.44	1.44	0.05	0.35	0.35	0.12	0.22	0.18	0.96	1.44	1.44
Delay/Veh:	20.2	220	220.3	34.0	29.0	29.0	35.2	33.3	8.5	79.7	257	256.9
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:	20.2	220	220.3	34.0	29.0	29.0	35.2	33.3	8.5	79.7	257	256.9
LOS by Move:	C+	F	F	C-	C	C	D+	C-	A	E-	F	F
HCM2kAvgQ:	12	93	93	0	3	3	1	1	2	8	25	25

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	936	3335	1231	7	405	121	18	54	176	273	321	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:	936	3335	1231	7	405	121	18	54	176	273	321	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:	936	3335	1231	7	405	121	18	54	176	273	321	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:	936	3335	1231	7	405	121	18	54	176	273	321	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	936	3335	1231	7	405	121	18	54	176	273	321	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	936	3335	1231	7	405	121	18	54	176	273	321	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.16	0.84	1.00	3.04	0.96	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	3150	4088	1509	1750	5772	1724	1750	1900	1750	3150	1680	120

Capacity Analysis Module:												
Vol/Sat:	0.30	0.82	0.82	0.00	0.07	0.07	0.01	0.03	0.10	0.09	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.7	43.8	43.8	7.0	15.0	15.0	7.0	10.1	45.9	7.1	10.2	10.2
Volume/Cap:	0.67	1.49	1.49	0.05	0.37	0.37	0.12	0.22	0.18	0.98	1.49	1.49
Delay/Veh:	19.9	241	241.1	34.0	29.1	29.1	35.2	33.5	8.5	84.4	278	277.7
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:	19.9	241	241.1	34.0	29.1	29.1	35.2	33.5	8.5	84.4	278	277.7
LOS by Move:	B-	F	F	C-	C	C	D+	C-	A	F	F	F
HCM2kAvgQ:	12	101	101	0	3	3	1	1	2	8	26	26

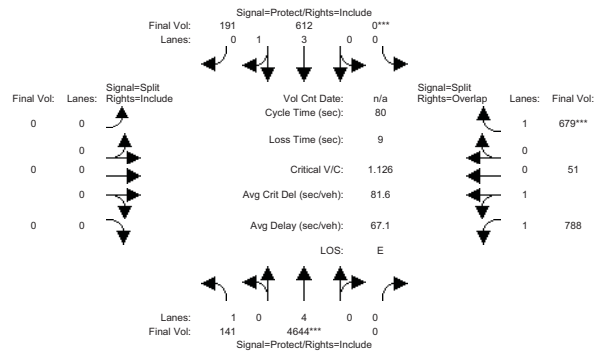
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Mathilda Ave											
North Bound						South Bound					
L - T - R						L - T - R					
Min. Green:	7	10	10	0	10	10	0	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
SR 237 WB Ramps											
East Bound				West Bound							
L - T - R				L - T - R							
Min. Green:	7	10	10	0	10	10	10	0	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
Volume Module:											
Base Vol:	141	4644	0	0	612	191	0	0	0	788	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
Initial Bse:	141	4644	0	0	612	191	0	0	0	788	51
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:	141	4644	0	0	612	191	0	0	0	788	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
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:	141	4644	0	0	612	191	0	0	0	788	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	4644	0	0	612	191	0	0	0	788	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
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:	141	4644	0	0	612	191	0	0	0	788	51

Saturation Flow Module:											
Sat/Lane:	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	0.93	0.95
Lanes:	1.00	4.00	0.00	0.00	3.01	0.99	0.00	0.00	0.00	1.88	0.12
Final Sat.:	1750	7600	0	0	5713	1783	0	0	0	3334	216

Capacity Analysis Module:											
Vol/Sat:	0.08	0.61	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.9	43.4	0.0	0.0	25.5	25.5	0.0	0.0	0.0	27.6	27.6
Volume/Cap:	0.36	1.13	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.69	0.69
Delay/Veh:	28.8	78.5	0.0	0.0	21.1	21.1	0.0	0.0	0.0	25.6	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
AdjDel/Veh:	28.8	78.5	0.0	0.0	21.1	21.1	0.0	0.0	0.0	25.6	25.6
LOS by Move:	C	E-	A	A	C+	C+	A	A	A	C	C
HCM2kAvgQ:	3	48	0	0	4	4	0	0	0	11	11

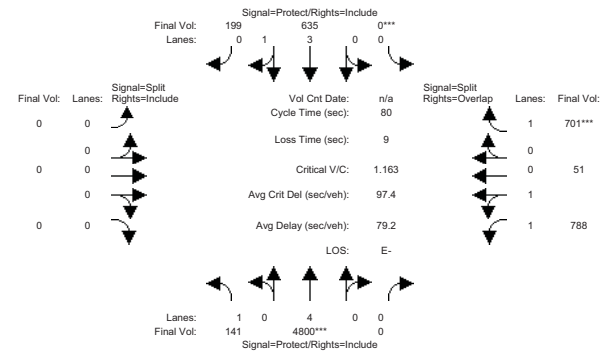
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Mathilda Ave											
North Bound						South Bound					
L - T - R						L - T - R					
Min. Green:	7	10	10	0	10	10	0	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
SR 237 WB Ramps											
East Bound				West Bound							
L - T - R				L - T - R							
Min. Green:	7	10	10	0	10	10	10	0	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
Volume Module:											
Base Vol:	141	4800	0	0	635	199	0	0	0	788	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
Initial Bse:	141	4800	0	0	635	199	0	0	0	788	51
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:	141	4800	0	0	635	199	0	0	0	788	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
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:	141	4800	0	0	635	199	0	0	0	788	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	4800	0	0	635	199	0	0	0	788	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
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:	141	4800	0	0	635	199	0	0	0	788	51

Saturation Flow Module:											
Sat/Lane:	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	0.93	0.95
Lanes:	1.00	4.00	0.00	0.00	3.01	0.99	0.00	0.00	0.00	1.88	0.12
Final Sat.:	1750	7600	0	0	5707	1789	0	0	0	3334	216

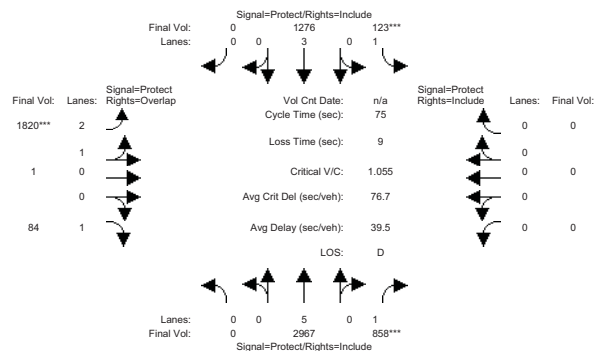
Capacity Analysis Module:											
Vol/Sat:	0.08	0.63	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.9	43.4	0.0	0.0	25.6	25.6	0.0	0.0	0.0	27.6	27.6
Volume/Cap:	0.36	1.16	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.69	0.69
Delay/Veh:	28.8	94.6	0.0	0.0	21.2	21.2	0.0	0.0	0.0	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
AdjDel/Veh:	28.8	94.6	0.0	0.0	21.2	21.2	0.0	0.0	0.0	25.7	25.7
LOS by Move:	C	F	A	A	C+	C+	A	A	A	C	C
HCM2kAvgQ:	3	53	0	0	4	4	0	0	0	11	11

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

1184 Mathilda Avenue TIA

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	2967	858	123	1276	0	1820	1	84	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	2967	858	123	1276	0	1820	1	84	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	2967	858	123	1276	0	1820	1	84	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	2967	858	123	1276	0	1820	1	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2967	858	123	1276	0	1820	1	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2967	858	123	1276	0	1820	1	84	0	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00
Final Sat.:	0.9500	1.750	1.750	1.750	5.700	0.00	4.947	3.1750	0.00	0.00	0.00

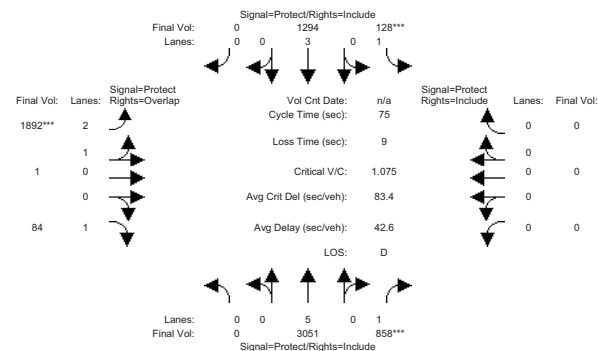
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.49	0.07	0.22	0.00	0.37	0.37	0.05	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.00	33.7	33.7	7.0	40.7	0.0	25.3	25.3	25.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	1.09	0.75	0.41	0.00	1.09	1.09	1.14	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	80.4	6.2	10.5	0.0	76.1	76.1	17.8	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	17.5	80.4	6.2	10.5	0.0	76.1	76.1	17.8	0.0	0.0	0.0
LOS by Move:	A	B	F	E	B+	A	E-	E-	B	A	A	A
HCM2kAvn0:	0	12	36	5	6	0	28	28	1	0	0	0

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	3051	858	128	1294	0	1892	1	84	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	3051	858	128	1294	0	1892	1	84	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	3051	858	128	1294	0	1892	1	84	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	3051	858	128	1294	0	1892	1	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3051	858	128	1294	0	1892	1	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3051	858	128	1294	0	1892	1	84	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4947	3	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.49	0.07	0.23	0.00	0.38	0.38	0.05	0.00	0.00	0.00
Crit Moves:		****	****				****					
Green Time:	0.00	33.1	33.1	7.0	40.1	0.0	25.9	25.9	25.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	1.11	0.78	0.42	0.00	1.11	1.11	0.14	0.00	0.00	0.00
Delay/Veh:	0.00	18.3	87.6	63.7	10.9	0.0	82.8	82.8	17.4	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:	0.00	18.3	87.6	63.7	10.9	0.0	82.8	82.8	17.4	0.0	0.0	0.0
LOS by Move:	A	B	F	E	B	A	F	F	B	A	A	A
HCM2kAvnOn:	1	13	37	5	6	0	30	30	1	0	0	0

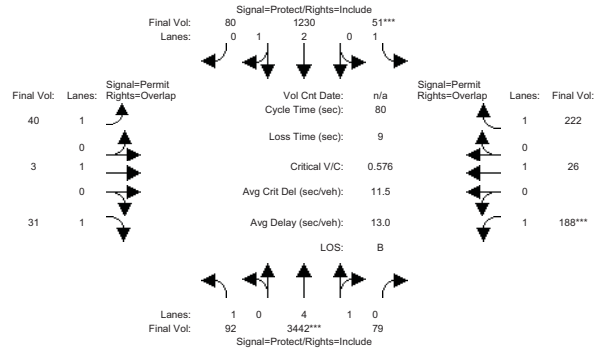
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	92	3442	79	51	1230	80	40	3	31	188	26	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:	92	3442	79	51	1230	80	40	3	31	188	26	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:	92	3442	79	51	1230	80	40	3	31	188	26	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:	92	3442	79	51	1230	80	40	3	31	188	26	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	3442	79	51	1230	80	40	3	31	188	26	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
FinalVolume:	92	3442	79	51	1230	80	40	3	31	188	26	222
----- ----- ----- ----- ----- -----												
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.88	0.12	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9189	211	1750	5258	342	1750	1900	1750	1750	1900	1750
----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.23	0.23	0.02	0.00	0.02	0.11	0.01	0.13
Crit Moves:	****			****						****		
Green Time:	15.4	49.7	49.7	7.0	41.3	41.3	14.3	14.3	29.7	14.3	14.3	21.3
Volume/Cap:	0.27	0.60	0.60	0.33	0.45	0.45	0.13	0.01	0.05	0.60	0.08	0.48
Delay/Veh:	29.5	9.6	9.6	40.1	12.7	12.7	28.5	27.1	16.2	38.6	27.8	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:	29.5	9.6	9.6	40.1	12.7	12.7	28.5	27.1	16.2	38.6	27.8	28.2
LOS by Move:	C	A	A	D	B	B	C	C	B	D+	C	C
HCM2kAvgQ:	2	11	11	2	7	7	1	0	1	6	1	5
Note: Queue reported is the number of cars per lane.												

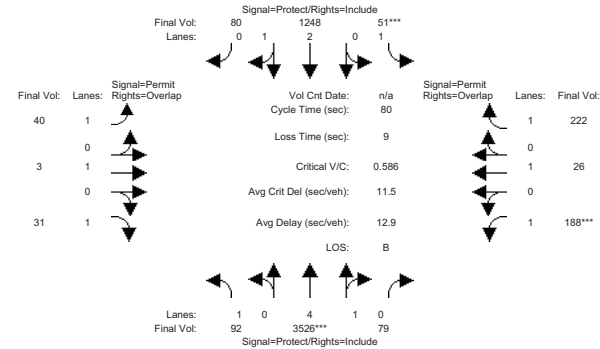
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #6: Mathilda Ave / Ross Dr



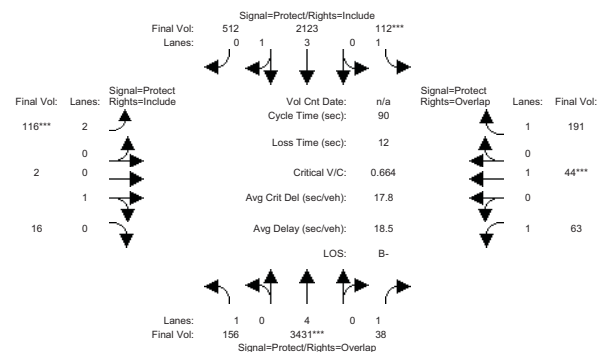
Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	3526	79	51	1248	80	40	3	31	188	26	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:	92	3526	79	51	1248	80	40	3	31	188	26	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:	92	3526	79	51	1248	80	40	3	31	188	26	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:	92	3526	79	51	1248	80	40	3	31	188	26	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	3526	79	51	1248	80	40	3	31	188	26	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
FinalVolume:	92	3526	79	51	1248	80	40	3	31	188	26	222
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.89	0.11	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9194	206	1750	5262	337	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.03	0.24	0.24	0.02	0.00	0.02	0.11	0.01	0.13
Crit Moves:	****			****						****		
Green Time:	15.4	50.0	50.0	7.0	41.6	41.6	14.0	14.0	29.4	14.0	14.0	21.0
Volume/Cap:	0.27	0.61	0.61	0.33	0.46	0.46	0.13	0.01	0.05	0.61	0.08	0.48
Delay/Veh:	29.6	9.6	9.6	40.1	12.6	12.6	28.7	27.3	16.5	39.4	28.1	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:	29.6	9.6	9.6	40.1	12.6	12.6	28.7	27.3	16.5	39.4	28.1	28.5
LOS by Move:	C	A	A	D	B	B	C	C	B	D	C	C
HCM2kAvgQ:	2	11	11	2	7	7	1	0	1	6	1	5
Note: Queue reported is the number of cars per lane.												

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

1184 Mathilda Avenue TIA

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

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave					Ahwanee Ave				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	156	3431	38	112	2123	512	116	2	16	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	3431	38	112	2123	512	116	2	16	63
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	3431	38	112	2123	512	116	2	16	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	3431	38	112	2123	512	116	2	16	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	3431	38	112	2123	512	116	2	16	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	3431	38	112	2123	512	116	2	16	63

Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95	0.92
Lanes:	1.00	4.00	1.00	1.00	3.19	0.81	2.00	0.11	0.89	1.00
Final Sat.:	1750	7600	1750	1750	6040	1457	3150	200	1600	1750

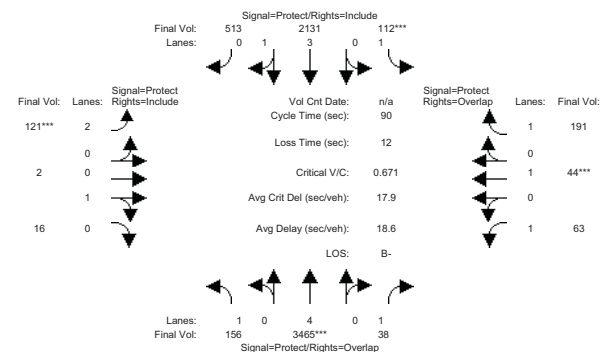
Capacity Analysis Module:										
Vol/Sat:	0.09	0.45	0.02	0.06	0.35	0.35	0.04	0.01	0.01	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	12.3	53.4	60.4	7.6	48.7	48.7	7.0	10.0	10.0	7.0
Volume/Cap:	0.65	0.76	0.03	0.76	0.65	0.65	0.47	0.09	0.09	0.46
Delay/Veh:	49.7	14.8	5.0	70.6	15.5	15.5	46.2	36.8	36.8	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	14.8	5.0	70.6	15.5	15.5	46.2	36.8	36.8	50.6
LOS by Move:	D	B	A	E	B	B	D	D+	D+	D
HCM2kAvgQ:	6	19	0	5	14	14	3	1	1	2

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave					Ahwanee Ave				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	156	3465	38	112	2131	513	121	2	16	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	3465	38	112	2131	513	121	2	16	63
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	3465	38	112	2131	513	121	2	16	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	3465	38	112	2131	513	121	2	16	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	3465	38	112	2131	513	121	2	16	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	3465	38	112	2131	513	121	2	16	63

Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95	0.92
Lanes:	1.00	4.00	1.00	1.00	3.19	0.81	2.00	0.11	0.89	1.00
Final Sat.:	1750	7600	1750	1750	6042	1455	3150	200	1600	1750

Capacity Analysis Module:										
Vol/Sat:	0.09	0.46	0.02	0.06	0.35	0.35	0.04	0.01	0.01	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	12.3	53.5	60.5	7.5	48.7	48.7	7.0	10.0	10.0	7.0
Volume/Cap:	0.65	0.77	0.03	0.77	0.65	0.65	0.49	0.09	0.09	0.46
Delay/Veh:	49.8	14.9	5.0	71.7	15.5	15.5	46.8	36.8	36.8	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	14.9	5.0	71.7	15.5	15.5	46.8	36.8	36.8	50.6
LOS by Move:	D	B	A	E	B	B	D	D+	D+	D
HCM2kAvgQ:	6	19	0	5	14	14	3	1	1	2

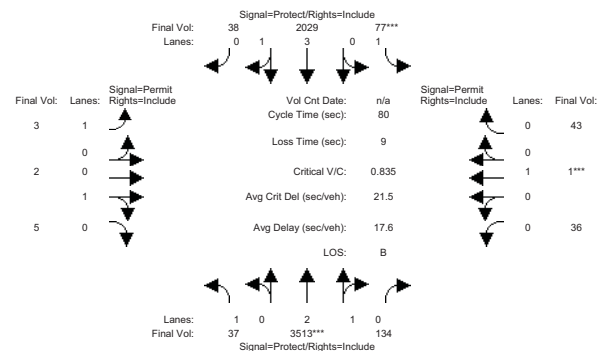
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	37	3513	134	77	2029	38	3	2	5	36	1	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:	37	3513	134	77	2029	38	3	2	5	36	1	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:	37	3513	134	77	2029	38	3	2	5	36	1	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:	37	3513	134	77	2029	38	3	2	5	36	1	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3513	134	77	2029	38	3	2	5	36	1	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
FinalVolume:	37	3513	134	77	2029	38	3	2	5	36	1	43

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	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	3.92	0.08	1.00	0.29	0.71	0.45	0.01	0.54
Final Sat.:	1750	5394	206	1750	7362	138	1750	514	1286	788	22	941

Capacity Analysis Module:												
Vol/Sat:	0.02	0.65	0.65	0.04	0.28	0.28	0.00	0.00	0.00	0.05	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.7	54.0	54.0	7.0	46.3	46.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.96	0.96	0.50	0.48	0.48	0.01	0.03	0.03	0.37	0.37	0.37
Delay/Veh:	28.0	20.6	20.6	46.2	10.2	10.2	30.8	31.0	31.0	36.8	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	20.6	20.6	46.2	10.2	10.2	30.8	31.0	31.0	36.8	36.8	36.8
LOS by Move:	C	C+	C+	D	B+	B+	C	C	C	D+	D+	D+
HCM2kAvgQ:	1	36	36	3	8	8	0	0	0	2	2	2

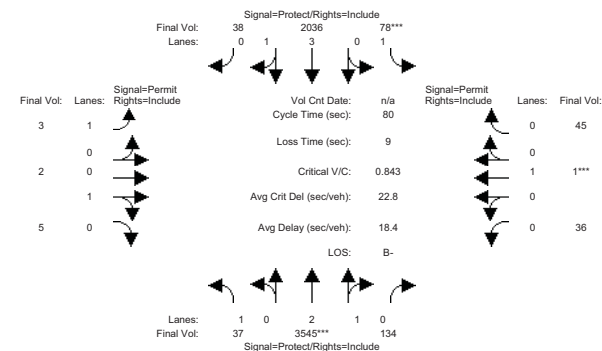
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	37	3545	134	78	2036	38	3	2	5	36	1	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	3545	134	78	2036	38	3	2	5	36	1	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	3545	134	78	2036	38	3	2	5	36	1	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3545	134	78	2036	38	3	2	5	36	1	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3545	134	78	2036	38	3	2	5	36	1	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	3545	134	78	2036	38	3	2	5	36	1	45

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	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	3.92	0.08	1.00	0.29	0.71	0.44	0.01	0.55
Final Sat.:	1750	5396	204	1750	7362	137	1750	514	1286	768	21	960

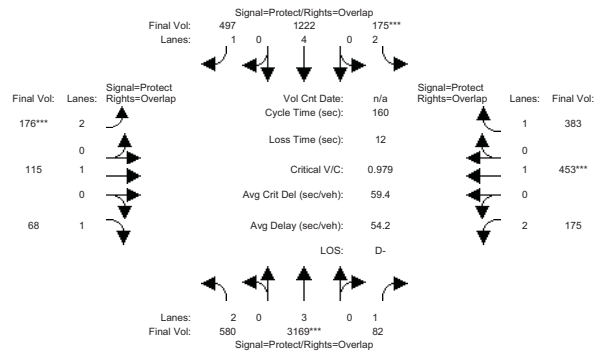
Capacity Analysis Module:												
Vol/Sat:	0.02	0.66	0.66	0.04	0.28	0.28	0.00	0.00	0.00	0.05	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.7	54.0	54.0	7.0	46.3	46.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.97	0.97	0.51	0.48	0.48	0.01	0.03	0.03	0.37	0.37	0.37
Delay/Veh:	28.0	22.0	22.0	46.5	10.2	10.2	30.8	31.0	31.0	37.0	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	22.0	22.0	46.5	10.2	10.2	30.8	31.0	31.0	37.0	37.0	37.0
LOS by Move:	C	C+	C+	D	B+	B+	C	C	C	D+	D+	D+
HCM2kAvgQ:	1	37	37	3	8	8	0	0	0	2	2	2

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

1184 Mathilda Avenue TIA

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

Intersection #9: Mathilda Ave / Maude Ave



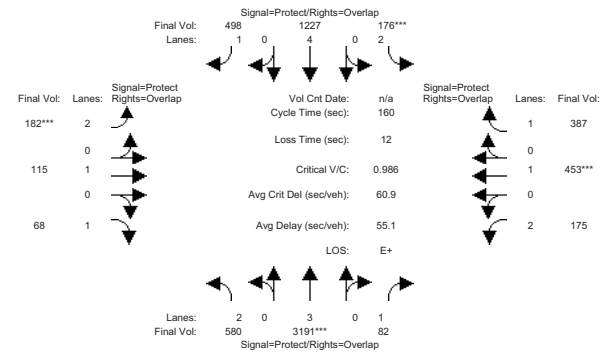
Street Name:	Mathilda Ave						Maude Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	580	3169	82	175	1222	497	176	115	68	175	453	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:	580	3169	82	175	1222	497	176	115	68	175	453	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:	580	3169	82	175	1222	497	176	115	68	175	453	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:	580	3169	82	175	1222	497	176	115	68	175	453	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	3169	82	175	1222	497	176	115	68	175	453	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
FinalVolume:	580	3169	82	175	1222	497	176	115	68	175	453	383
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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.56	0.05	0.06	0.16	0.28	0.06	0.06	0.04	0.06	0.24	0.22
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	44.6	90.8	113.5	9.1	55.3	64.4	9.1	25.5	70.1	22.6	39.0	48.0
Volume/Cap:	0.66	0.98	0.07	0.98	0.47	0.71	0.98	0.38	0.09	0.39	0.98	0.73
Delay/Veh:	54.9	45.3	7.2	137.5	41.4	45.7	137.3	63.8	26.5	65.0	97.1	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:	54.9	45.3	7.2	137.5	41.4	45.7	137.3	63.8	26.5	65.0	97.1	58.8
LOS by Move:	D-	D	A	F	D	D	F	E	C	E	F	E+
HCM2kAvgQ:	16	56	1	8	11	22	8	5	2	5	27	19

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	580	3191	82	176	1227	498	182	115	68	175	453	387
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	3191	82	176	1227	498	182	115	68	175	453	387
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	3191	82	176	1227	498	182	115	68	175	453	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	580	3191	82	176	1227	498	182	115	68	175	453	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	3191	82	176	1227	498	182	115	68	175	453	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	580	3191	82	176	1227	498	182	115	68	175	453	387
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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.56	0.05	0.06	0.16	0.28	0.06	0.06	0.04	0.06	0.24	0.22
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	44.8	90.9	113.5	9.1	55.2	64.5	9.4	25.5	70.2	22.6	38.7	47.8
Volume/Cap:	0.66	0.99	0.07	0.99	0.47	0.71	0.99	0.38	0.09	0.39	0.99	0.74
Delay/Veh:	54.7	46.8	7.2	139.2	41.6	45.7	137.9	63.8	26.4	65.0	99.0	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	46.8	7.2	139.2	41.6	45.7	137.9	63.8	26.4	65.0	99.0	59.7
LOS by Move:	D-	D	A	F	D	D	F	E	C	E	F	E+
HCM2kAvgQ:	16	57	1	8	12	22	8	5	2	5	27	19

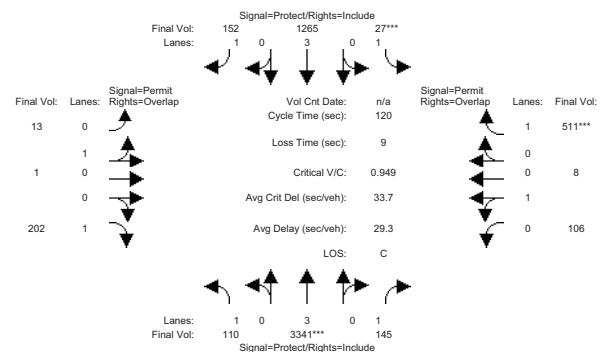
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #10: 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	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:	110	3341	145	27	1265	152	13	1	202	106	8	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3341	145	27	1265	152	13	1	202	106	8	511
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3341	145	27	1265	152	13	1	202	106	8	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	3341	145	27	1265	152	13	1	202	106	8	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	3341	145	27	1265	152	13	1	202	106	8	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	3341	145	27	1265	152	13	1	202	106	8	511

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.93	0.07	1.00	0.93	0.07	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1671	129	1750	1674	126	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.59	0.08	0.02	0.22	0.09	0.01	0.01	0.12	0.06	0.06	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.0	74.4	74.4	7.0	63.4	63.4	29.6	29.6	47.6	29.6	29.6	36.6
Volume/Cap:	0.42	0.95	0.13	0.26	0.42	0.16	0.03	0.03	0.29	0.26	0.26	0.96
Delay/Veh:	51.2	27.9	9.7	60.3	17.6	15.0	34.4	34.4	25.8	37.7	37.7	70.4
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	27.9	9.7	60.3	17.6	15.0	34.4	34.4	25.8	37.7	37.7	70.4
LOS by Move:	D-	C	A	E	B	B	C-	C-	C	D+	D+	E
HCM2kAvgQ:	4	43	2	1	9	3	0	0	5	4	4	25

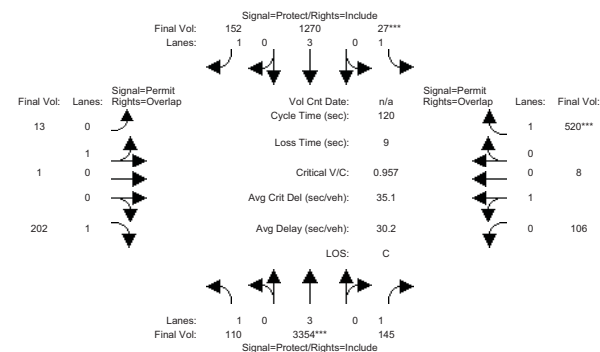
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #10: 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	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:	110	3354	145	27	1270	152	13	1	202	106	8	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3354	145	27	1270	152	13	1	202	106	8	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3354	145	27	1270	152	13	1	202	106	8	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	3354	145	27	1270	152	13	1	202	106	8	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	3354	145	27	1270	152	13	1	202	106	8	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	3354	145	27	1270	152	13	1	202	106	8	520

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.93	0.07	1.00	0.93	0.07	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1671	129	1750	1674	126	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.59	0.08	0.02	0.22	0.09	0.01	0.01	0.12	0.06	0.06	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.8	74.0	74.0	7.0	63.2	63.2	30.0	30.0	47.8	30.0	30.0	37.0
Volume/Cap:	0.42	0.95	0.13	0.26	0.42	0.17	0.03	0.03	0.29	0.25	0.25	0.96
Delay/Veh:	51.4	29.2	9.9	60.3	17.8	15.1	34.1	34.1	25.6	37.4	37.4	71.4
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:	51.4	29.2	9.9	60.3	17.8	15.1	34.1	34.1	25.6	37.4	37.4	71.4
LOS by Move:	D-	C	A	E	B	B	C-	C-	C	D+	D+	E
HCM2kAvgQ:	4	44	2	1	9	3	0	0	5	4	4	26

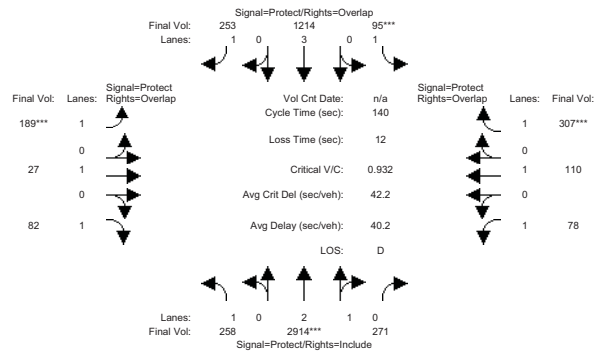
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #11: 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:												
Base Vol:	258	2914	271	95	1214	253	189	27	82	78	110	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:	258	2914	271	95	1214	253	189	27	82	78	110	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:	258	2914	271	95	1214	253	189	27	82	78	110	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:	258	2914	271	95	1214	253	189	27	82	78	110	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	2914	271	95	1214	253	189	27	82	78	110	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
FinalVolume:	258	2914	271	95	1214	253	189	27	82	78	110	307
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	2.74	0.26	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5123	476	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.57	0.57	0.05	0.21	0.14	0.11	0.01	0.05	0.04	0.06	0.18
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	38.3	85.4	85.4	8.2	55.3	71.5	16.2	20.2	58.5	14.2	18.2	26.3
Volume/Cap:	0.54	0.93	0.93	0.93	0.54	0.28	0.93	0.10	0.11	0.44	0.45	0.93
Delay/Veh:	47.7	30.7	30.7	137.8	33.5	20.4	109.0	52.7	25.2	66.9	62.0	90.9
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:	47.7	30.7	30.7	137.8	33.5	20.4	109.0	52.7	25.2	66.9	62.0	90.9
LOS by Move:	D	C	C	F	C	C	F	D	C	E	E	F
HCM2kAvgQ:	10	46	46	7	13	7	12	1	2	4	5	18

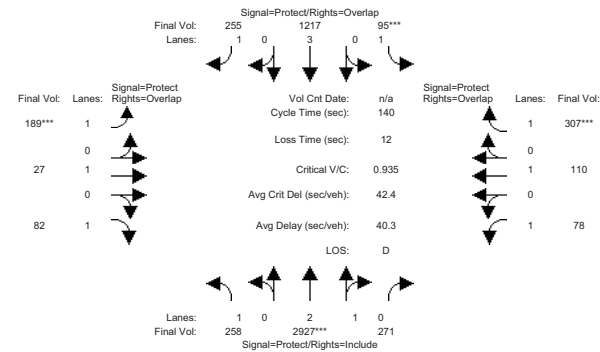
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #11: 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:												
Base Vol:	258	2927	271	95	1217	255	189	27	82	78	110	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:	258	2927	271	95	1217	255	189	27	82	78	110	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:	258	2927	271	95	1217	255	189	27	82	78	110	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:	258	2927	271	95	1217	255	189	27	82	78	110	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	2927	271	95	1217	255	189	27	82	78	110	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
FinalVolume:	258	2927	271	95	1217	255	189	27	82	78	110	307
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	2.74	0.26	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5125	474	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.57	0.57	0.05	0.21	0.15	0.11	0.01	0.05	0.04	0.06	0.18
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	38.3	85.5	85.5	8.1	55.4	71.6	16.2	20.2	58.5	14.1	18.1	26.3
Volume/Cap:	0.54	0.93	0.93	0.93	0.54	0.28	0.93	0.10	0.11	0.44	0.45	0.93
Delay/Veh:	47.7	30.9	30.9	138.5	33.4	20.4	109.6	52.7	25.2	67.0	62.1	91.5
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:	47.7	30.9	30.9	138.5	33.4	20.4	109.6	52.7	25.2	67.0	62.1	91.5
LOS by Move:	D	C	C	F	C	C	F	D	C	E	E	F
HCM2kAvgQ:	10	46	46	7	13	7	12	1	2	4	5	18

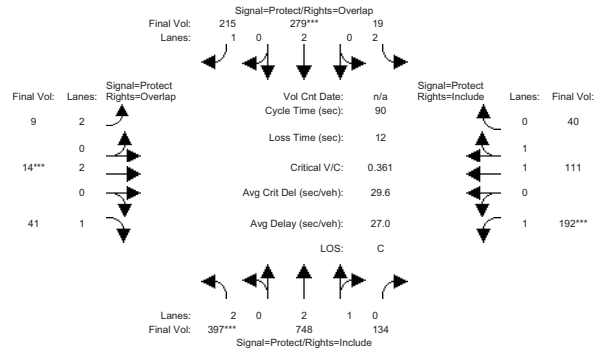
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda 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:												
Base Vol:	397	748	134	19	279	215	9	14	41	192	111	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:	397	748	134	19	279	215	9	14	41	192	111	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:	397	748	134	19	279	215	9	14	41	192	111	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:	397	748	134	19	279	215	9	14	41	192	111	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	748	134	19	279	215	9	14	41	192	111	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:	397	748	134	19	279	215	9	14	41	192	111	40

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	2.00	2.53	0.47	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4748	851	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:									
Vol/Sat:	0.13	0.16	0.16	0.01	0.07	0.12	0.00	0.00	0.02
Crit Moves:	***	***	***	***	***	***	***	***	***
Green Time:	27.7	29.4	29.4	14.5	16.1	30.2	14.1	10.0	37.7
Volume/Cap:	0.41	0.48	0.48	0.04	0.41	0.37	0.02	0.03	0.06
Delay/Veh:	25.9	25.2	25.2	32.0	34.5	24.4	32.2	35.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.2	25.2	32.0	34.5	24.4	32.2	35.8	15.7
LOS by Move:	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	7	7	0	4	5	0	0	1

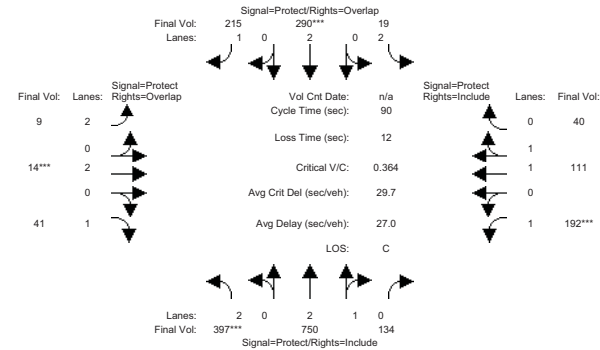
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda 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:												
Base Vol:	397	750	134	19	290	215	9	14	41	192	111	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:	397	750	134	19	290	215	9	14	41	192	111	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:	397	750	134	19	290	215	9	14	41	192	111	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:	397	750	134	19	290	215	9	14	41	192	111	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	750	134	19	290	215	9	14	41	192	111	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:	397	750	134	19	290	215	9	14	41	192	111	40

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	2.00	2.53	0.47	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4750	849	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:									
Vol/Sat:	0.13	0.16	0.16	0.01	0.08	0.12	0.00	0.00	0.02
Crit Moves:	***	***	***	***	***	***	***	***	***
Green Time:	27.5	29.5	29.5	14.6	16.6	30.6	14.0	10.0	37.5
Volume/Cap:	0.41	0.48	0.48	0.04	0.41	0.36	0.02	0.03	0.06
Delay/Veh:	26.2	25.0	25.0	32.0	34.2	24.1	32.3	35.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	25.0	25.0	32.0	34.2	24.1	32.3	35.8	15.8
LOS by Move:	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	7	7	0	4	5	0	0	1

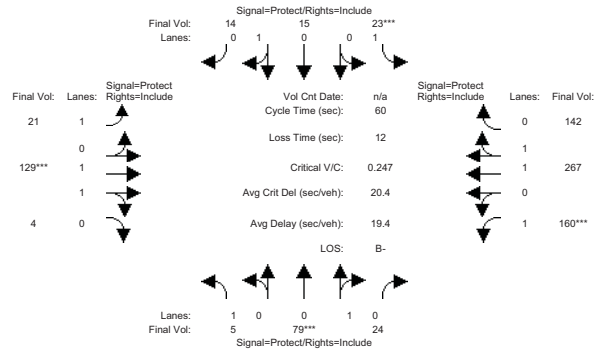
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	5	79	24	23	15	14	21	129	4	160	267	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	79	24	23	15	14	21	129	4	160	267	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	79	24	23	15	14	21	129	4	160	267	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	79	24	23	15	14	21	129	4	160	267	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	79	24	23	15	14	21	129	4	160	267	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	79	24	23	15	14	21	129	4	160	267	142

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	0.77	0.23	1.00	0.52	0.48	1.00	1.94	0.06	1.00	1.29	0.71
Final Sat.:	1750	1381	419	1750	931	869	1750	3589	111	1750	2414	1284

Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.01	0.02	0.02	0.01	0.04	0.04	0.09	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.8	11.9	11.9	7.0	11.1	11.1	12.0	10.0	10.0	19.1	17.1	17.1
Volume/Cap:	0.02	0.29	0.29	0.11	0.09	0.09	0.06	0.22	0.22	0.29	0.39	0.39
Delay/Veh:	23.0	22.4	22.4	24.8	20.7	20.7	19.8	22.4	22.4	16.7	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	22.4	22.4	24.8	20.7	20.7	19.8	22.4	22.4	16.7	18.3	18.3
LOS by Move:	C+	C+	C+	C	C+	C+	B-	C+	C+	B	B-	B-
HCM2kAvgQ:	0	2	2	0	1	1	0	1	1	3	3	3

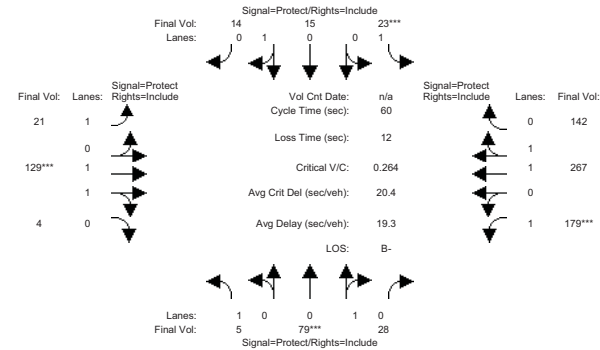
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	5	79	28	23	15	14	21	129	4	179	267	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	79	28	23	15	14	21	129	4	179	267	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	79	28	23	15	14	21	129	4	179	267	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	79	28	23	15	14	21	129	4	179	267	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	79	28	23	15	14	21	129	4	179	267	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	79	28	23	15	14	21	129	4	179	267	142

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	0.74	0.26	1.00	0.52	0.48	1.00	1.94	0.06	1.00	1.29	0.71
Final Sat.:	1750	1329	471	1750	931	869	1750	3589	111	1750	2414	1284

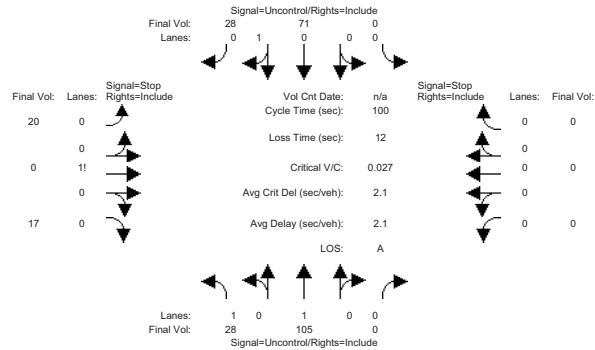
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.01	0.02	0.02	0.01	0.04	0.04	0.10	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.6	11.4	11.4	7.0	10.8	10.8	12.2	10.0	10.0	19.6	17.4	17.4
Volume/Cap:	0.02	0.31	0.31	0.11	0.09	0.09	0.06	0.22	0.22	0.31	0.38	0.38
Delay/Veh:	23.2	23.3	23.3	24.8	21.0	21.0	19.6	22.4	22.4	16.6	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.3	23.3	24.8	21.0	21.0	19.6	22.4	22.4	16.6	18.0	18.0
LOS by Move:	C	C	C	C	C+	C+	B-	C+	C+	B	B-	B-
HCM2kAvgQ:	0	2	2	0	1	1	0	1	1	3	3	3

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum AM

Intersection #14: 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:												
Base Vol:	28	105	0	0	71	28	20	0	17	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:	28	105	0	0	71	28	20	0	17	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:	28	105	0	0	71	28	20	0	17	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:	28	105	0	0	71	28	20	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	105	0	0	71	28	20	0	17	0	0	0
----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	99	xxxx	xxxxx	xxxxx	xxxx	xxxxx	246	246	85	xxxx	xxxx	xxxxx
Potent Cap.:	1507	xxxx	xxxxx	xxxxx	xxxx	xxxxx	747	660	980	xxxx	xxxx	xxxxx
Move Cap.:	1507	xxxx	xxxxx	xxxxx	xxxx	xxxxx	736	647	980	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.03	0.00	0.02	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	831	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			9.5		xxxxxxx			
ApproachLOS:	*			*			A		*			

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 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	1	0	0	0	0	0
Initial Vol:	28	105	0	0	71	28	20	0	17	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		

Approach[eastbound][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=37]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=269]

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 #14 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	1	0	0	1	0	0	0
Initial Vol:	28	105	0	0	71	28	20	0	17	0	0	0

Major Street Volume: 232

Minor Approach Volume: 37

Minor Approach Volume Threshold: 788

SIGNAL WARRANT DISCLAIMER

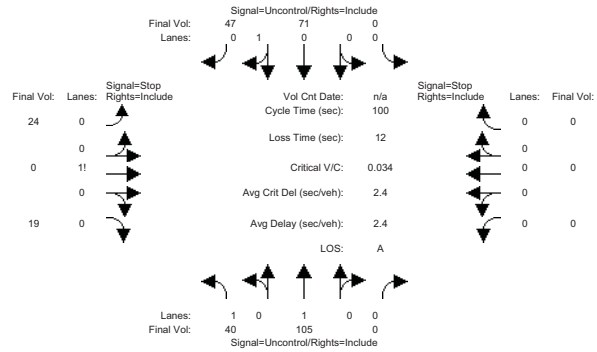
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj AM

Intersection #14: Bordeaux Dr / 5th Ave



Street Name:	Bordeaux Dr			5th Ave					
Approach:	North Bound			South Bound			East Bound		
Movement:	L	T	R	L	T	R	L	T	R
Volume Module:									
Base Vol:	40	105	0	0	71	47	24	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	105	0	0	71	47	24	0	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	40	105	0	0	71	47	24	0	0
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:	40	105	0	0	71	47	24	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
FinalVolume:	40	105	0	0	71	47	24	0	0
Critical Gap Module:									
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:									
Cnflct Vol:	118	xxxx	xxxxx	xxxx	xxxx	xxxxx	280	280	95
Potent Cap.:	1483	xxxx	xxxxx	xxxx	xxxx	xxxxx	715	632	968
Move Cap.:	1483	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	615	968
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02
Level Of Service Module:									
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	797	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxxx	xxxxx
Shared LOS:	*	*	xxxx	*	*	xxxx	A	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8	xxxxxx	
ApproachLOS:	*			*			A	*	

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 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	1	0	0	1	0	0	0
Initial Vol:	40	105	0	0	71	47	24	0	19	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		

Approach[eastbound][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=43]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=306]

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 #14 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	1	0	0	1	0	0	0
Initial Vol:	40	105	0	0	71	47	24	0	19	0	0	0

Major Street Volume: 263

Minor Approach Volume: 43

Minor Approach Volume Threshold: 745

SIGNAL WARRANT DISCLAIMER

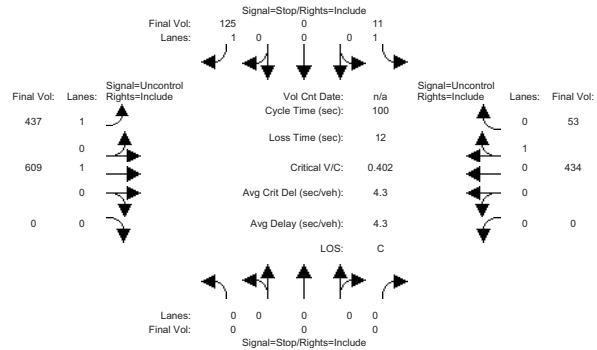
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum AM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:

Base Vol:	0	0	0	11	0	125	437	609	0	0	434	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	11	0	125	437	609	0	0	434	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	11	0	125	437	609	0	0	434	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	11	0	125	437	609	0	0	434	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	11	0	125	437	609	0	0	434	53

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1944	xxxx	461	487	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	72	xxxx	605	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	50	xxxx	605	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	0.21	0.40	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	0.8	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	97.1	xxxx	12.5	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
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	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Initial Vol: 0 0 0 11 0 125 437 609 0 0 434 53

ApproachDel: xxxxxx 19.3 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=136]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1669]

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 #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Initial Vol: 0 0 0 11 0 125 437 609 0 0 434 53

Major Street Volume: 1533

Minor Approach Volume: 136

Minor Approach Volume Threshold: 190

SIGNAL WARRANT DISCLAIMER

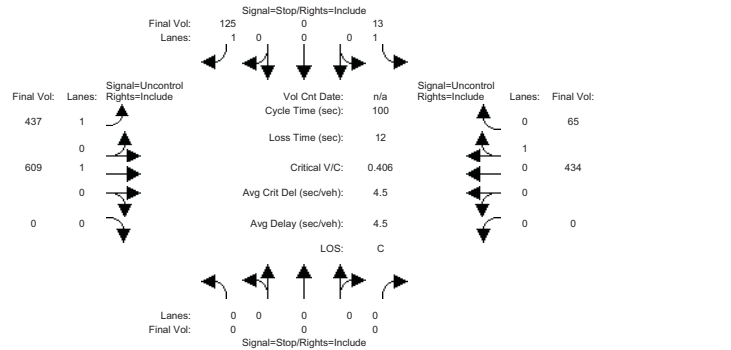
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj AM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name:	Bordeaux Dr						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
Volume Module:												
Base Vol:	0	0	0	13	0	125	437	609	0	0	434	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	0	125	437	609	0	0	434	65
Added Vol:	0	0	0	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	13	0	125	437	609	0	0	434	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	13	0	125	437	609	0	0	434	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	125	437	609	0	0	434	65
Critical Gap Module:												
Critical Gap:xxxxx	xxxx	xxxxx	xxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1950	xxxx	467	499	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	72	xxxx	600	1075	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	49	xxxx	600	1075	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	0.21	0.41	xxxx	xxxx	xxxxx	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	0.8	2.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	103.2	xxxx	12.6	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:xxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			21.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / 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			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	13	0	125	437	609	0	0	434	65
ApproachDel:	xxxxxx			21.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=138]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1683]

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 #15 Bordeaux Dr / 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			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	13	0	125	437	609	0	0	434	65

Major Street Volume: 1545

Minor Approach Volume: 138

Minor Approach Volume Threshold: 187

SIGNAL WARRANT DISCLAIMER

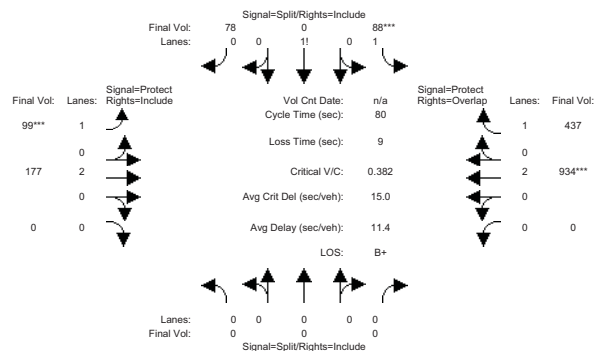
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1184 Mathilda Avenue TIA

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

Intersection #16: Innovation Way / Moffett Park Dr



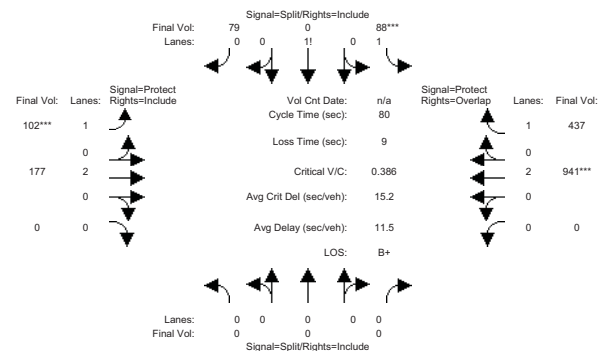
Street Name:	Innovation Way						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	0	0	0	88	0	78	99	177	0	0	934	437
Growth Adj:	1.00	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	88	0	78	99	177	0	0	934	437
Added Vol:	0	0	0	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	88	0	78	99	177	0	0	934	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	88	0	78	99	177	0	0	934	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	0	78	99	177	0	0	934	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	88	0	78	99	177	0	0	934	437
----- ----- ----- ----- ----- -----												
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	1.36	0.00	0.64	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2381	0	1119	1750	3800	0	0	3800	1750
----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.06	0.05	0.00	0.00	0.25	0.25
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	14.6	0.0	14.6	10.6	56.4	0.0	0.0	45.9	60.4
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.38	0.43	0.07	0.00	0.00	0.43	0.33
Delay/Veh:	0.0	0.0	0.0	28.3	0.0	31.3	37.7	3.7	0.0	0.0	10.3	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:	0.0	0.0	0.0	28.3	0.0	31.3	37.7	3.7	0.0	0.0	10.3	3.9
LOS by Move:	A	A	A	C	A	C	D+	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	2	0	3	3	1	0	0	7	4
Note: Queue reported is the number of cars per lane.												

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	88	0	79	102	177	0	0	941	437
Growth Adj:	1.00	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	88	0	79	102	177	0	0	941	437
Added Vol:	0	0	0	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	88	0	79	102	177	0	0	941	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	88	0	79	102	177	0	0	941	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	0	79	102	177	0	0	941	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	88	0	79	102	177	0	0	941	437
----- ----- ----- ----- -----												
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	1.36	0.00	0.64	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2376	0	1124	1750	3800	0	0	3800	1750
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.06	0.05	0.00	0.00	0.25	0.25
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	14.6	0.0	14.6	10.8	56.4	0.0	0.0	45.7	60.2
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.39	0.43	0.07	0.00	0.00	0.43	0.33
Delay/Veh:	0.0	0.0	0.0	28.4	0.0	31.4	37.5	3.7	0.0	0.0	10.4	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:	0.0	0.0	0.0	28.4	0.0	31.4	37.5	3.7	0.0	0.0	10.4	3.9
LOS by Move:	A	A	A	C	A	C	D+	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	2	0	3	3	1	0	0	7	4
Note: Queue reported is the number of cars per lane.												

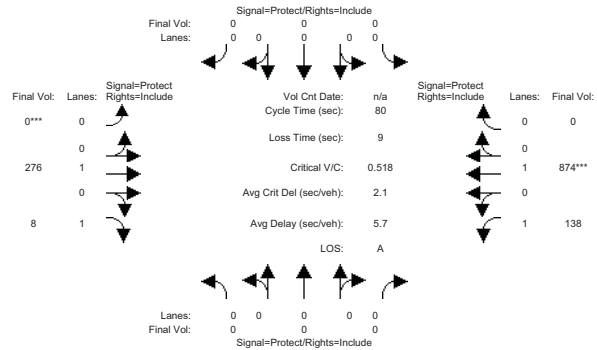
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	276	8	138	874	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	276	8	138	874	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	276	8	138	874	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	276	8	138	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	276	8	138	874	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	276	8	138	874	0

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750

Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00
Crit Moves:									
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.3	44.3
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.01
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	8.0
User DelAdj:	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	9.9	8.0
LOS by Move:	A	A	A	A	A	A	A	C+	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0

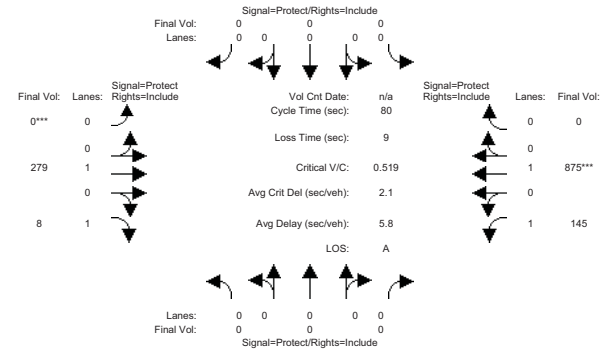
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	279	8	145	875	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	279	8	145	875	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	279	8	145	875	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	279	8	145	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	279	8	145	875	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	279	8	145	875	0

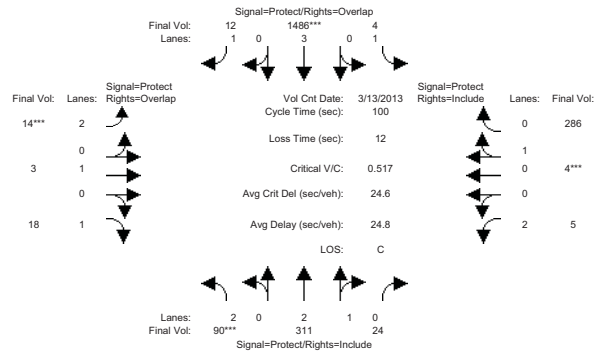
Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750

Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00
Crit Moves:									
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.5	44.5
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.01
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	7.9
User DelAdj:	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	9.8	7.9
LOS by Move:	A	A	A	A	A	A	A	C+	A
HCM2kAvgQ:	0	0	0	0	0	0	0	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 #1: Mathilda Ave / 5th Ave

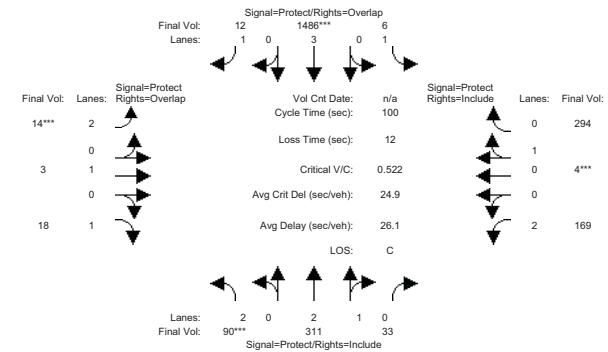


Street Name:	Mathilda Ave											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 13 Mar 2013 <<											
Base Vol:	90	311	24	4	1486	12	14	3	18	5	4	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:	90	311	24	4	1486	12	14	3	18	5	4	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:	90	311	24	4	1486	12	14	3	18	5	4	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:	90	311	24	4	1486	12	14	3	18	5	4	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	311	24	4	1486	12	14	3	18	5	4	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	311	24	4	1486	12	14	3	18	5	4	286
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	2.78	0.22	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.01	0.99
Final Sat.:	3150	5198	401	1750	5700	1750	3150	1900	1750	3150	25	1775
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.00	0.26	0.01	0.00	0.00	0.01	0.00	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	31.0	31.0	21.7	45.7	52.7	7.0	20.7	27.7	14.5	28.3	28.3
Volume/Cap:	0.41	0.19	0.19	0.01	0.57	0.01	0.06	0.01	0.04	0.01	0.57	0.57
Delay/Veh:	50.0	25.6	25.6	30.8	20.8	11.3	44.0	31.5	26.5	36.6	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	25.6	25.6	30.8	20.8	11.3	44.0	31.5	26.5	36.6	35.3	35.3
LOS by Move:	D	C	C	C	C+	B+	D	C	C	D+	D+	D+
HCM2kAvgQ:	2	3	3	0	11	0	0	0	0	0	9	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #1: Mathilda Ave / 5th Ave



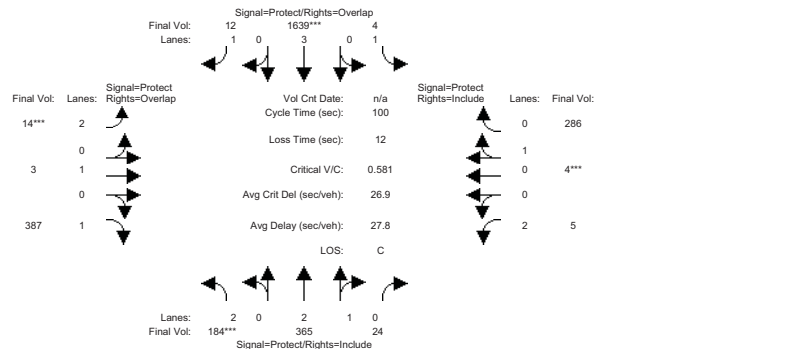
Street Name:	Mathilda Ave											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	311	33	6	1486	12	14	3	18	169	4	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	311	33	6	1486	12	14	3	18	169	4	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	311	33	6	1486	12	14	3	18	169	4	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	311	33	6	1486	12	14	3	18	169	4	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	311	33	6	1486	12	14	3	18	169	4	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	311	33	6	1486	12	14	3	18	169	4	294
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	2.70	0.30	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.01	0.99
Final Sat.:	3150	5062	537	1750	5700	1750	3150	1900	1750	3150	24	1776
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.00	0.26	0.01	0.00	0.00	0.01	0.05	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	30.7	30.7	21.5	45.3	52.3	7.0	21.0	28.0	14.7	28.7	28.7
Volume/Cap:	0.41	0.20	0.20	0.02	0.58	0.01	0.06	0.01	0.04	0.36	0.58	0.58
Delay/Veh:	50.0	25.8	25.8	31.0	21.2	11.5	44.0	31.3	26.3	40.6	35.0	35.0
User DelAdj:	1.00	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	25.8	25.8	31.0	21.2	11.5	44.0	31.3	26.3	40.6	35.0	35.0
LOS by Move:	D	C	C	C	C+	B+	D	C	C	D	D+	D+
HCM2kAvgQ:	2	3	3	0	12	0	0	0	0	3	9	9

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

1184 Mathilda Avenue TIA

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

Intersection #1: Mathilda Ave / 5th Ave



Street Name:	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:												
Base Vol:	184	365	24	4	1639	12	14	3	387	5	4	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:	184	365	24	4	1639	12	14	3	387	5	4	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:	184	365	24	4	1639	12	14	3	387	5	4	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 Vol:	184	365	24	4	1639	12	14	3	387	5	4	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	365	24	4	1639	12	14	3	387	5	4	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
FinalVol:	184	365	24	4	1639	12	14	3	387	5	4	286

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	2.00	2.81	0.19	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.01
Final Sat.:	3150	5254	345	1750	5700	1750	3150	1900	1750	3150	25

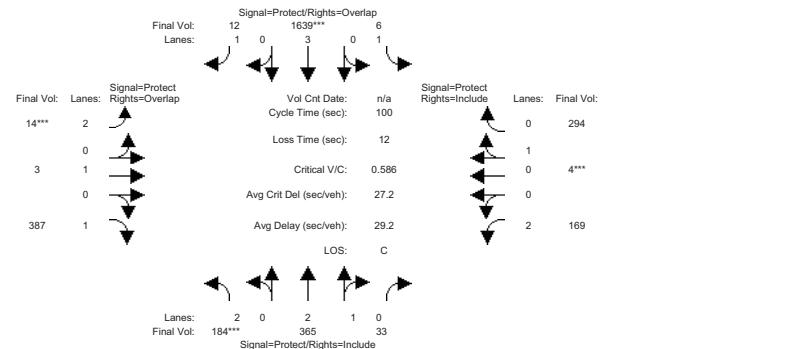
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.00	0.29	0.01	0.00	0.00	0.22	0.00	0.16	0.16
Crit Moves:	****			****			****				****	
Green Time:	9.3	32.5	32.5	22.8	45.9	52.9	7.0	22.9	32.2	9.8	25.7	25.7
Volume/Cap:	0.63	0.21	0.21	0.01	0.63	0.01	0.06	0.01	0.69	0.02	0.63	0.63
Delay/Veh:	53.3	24.7	24.7	29.9	21.7	11.2	44.0	29.8	36.2	40.8	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	24.7	24.7	29.9	21.7	11.2	44.0	29.8	36.2	40.8	39.1	39.1
LOS by Move:	D-	C	C	C	C	B+	D	C	D+	D	D	D
HCM2KAvo0:	4	3	3	0	13	0	0	0	12	0	9	

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Rack+Proj PM

Intersection #1: Mathilda Ave / 5th Ave



Street Name:	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:												
Base Vol:	184	365	33	6	1639	12	14	3	387	169	4	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	365	33	6	1639	12	14	3	387	169	4	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	365	33	6	1639	12	14	3	387	169	4	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	365	33	6	1639	12	14	3	387	169	4	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	365	33	6	1639	12	14	3	387	169	4	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	365	33	6	1639	12	14	3	387	169	4	294

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	2.74	0.26	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.01	0.99
Final Sat.:	3150	5135	464	1750	5700	1750	3150	1900	1750	3150	24	1776

Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.00	0.29	0.01	0.00	0.00	0.22	0.05	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	9.2	32.2	32.2	22.6	45.5	52.5	7.0	23.2	32.5	10.0	26.2	26.2
Volume/Cap:	0.63	0.22	0.22	0.02	0.63	0.01	0.06	0.01	0.68	0.54	0.63	0.63
Delay/Veh:	53.7	25.0	25.0	30.2	22.0	11.4	44.0	29.5	35.7	49.2	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	25.0	25.0	30.2	22.0	11.4	44.0	29.5	35.7	49.2	38.9	38.9
LOS by Move:	D-	C	C	C	C	B+	D	C	D+	D	D+	D+
HCM2kAvgQ:	4	3	3	0	13	0	0	0	12	4	9	

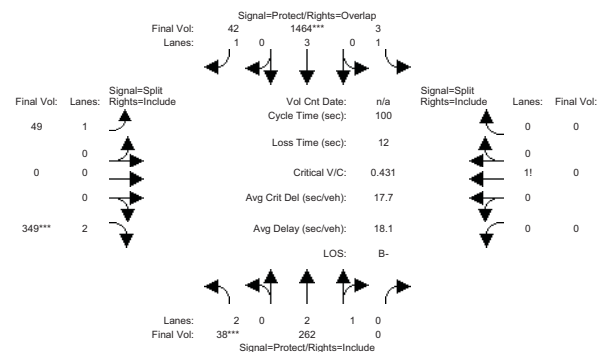
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave						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:	Mathilda Ave						Innovation Way					
Base Vol:	38	262	0	3	1464	42	49	0	349	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:	38	262	0	3	1464	42	49	0	349	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:	38	262	0	3	1464	42	49	0	349	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:	38	262	0	3	1464	42	49	0	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	262	0	3	1464	42	49	0	349	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	262	0	3	1464	42	49	0	349	0	0	0

Saturation Flow Module:	Mathilda Ave						Innovation Way					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00	1.00	0.00
Final Sat.:	3150	5600	0	1750	5700	1750	1750	0	3150	0	1750	0

Capacity Analysis Module:	Mathilda Ave						Innovation Way					
Vol/Sat:	0.01	0.05	0.00	0.00	0.26	0.02	0.03	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	37.4	0.0	26.2	56.6	81.0	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.17	0.13	0.00	0.01	0.45	0.03	0.11	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	45.5	20.7	0.0	27.3	13.1	1.9	29.9	0.0	34.1	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:	45.5	20.7	0.0	27.3	13.1	1.9	29.9	0.0	34.1	0.0	0.0	0.0
LOS by Move:	D	C+	A	C	B	A	C	A	C-	A	A	A
HCM2kAvgQ:	1	2	0	0	9	0	1	0	6	0	0	0

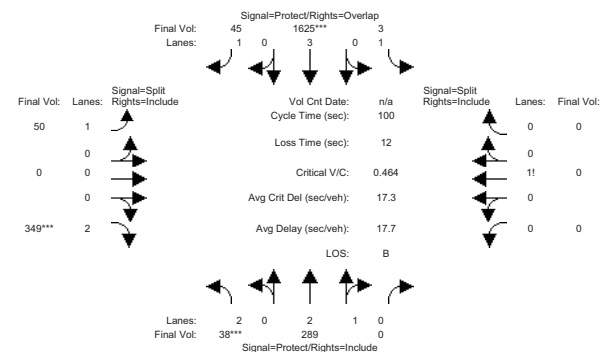
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave						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:	Mathilda Ave						Innovation Way					
Base Vol:	38	289	0	3	1625	45	50	0	349	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:	38	289	0	3	1625	45	50	0	349	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:	38	289	0	3	1625	45	50	0	349	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:	38	289	0	3	1625	45	50	0	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	289	0	3	1625	45	50	0	349	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	289	0	3	1625	45	50	0	349	0	0	0

Saturation Flow Module:	Mathilda Ave						Innovation Way					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00	1.00	0.00
Final Sat.:	3150	5600	0	1750	5700	1750	1750	0	3150	0	1750	0

Capacity Analysis Module:	Mathilda Ave						Innovation Way					
Vol/Sat:	0.01	0.05	0.00	0.00	0.29	0.03	0.03	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	38.4	0.0	26.9	58.3	81.0	22.7	0.0	22.7	0.0	0.0	0.0
Volume/Cap:	0.17	0.13	0.00	0.01	0.49	0.03	0.13	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	45.5	20.1	0.0	26.8	12.7	1.9	31.4	0.0	36.0	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:	45.5	20.1	0.0	26.8	12.7	1.9	31.4	0.0	36.0	0.0	0.0	0.0
LOS by Move:	D	C+	A	C	B	A	C	A	D+	A	A	A
HCM2kAvgQ:	1	2	0	0	10	0	1	0	6	0	0	0

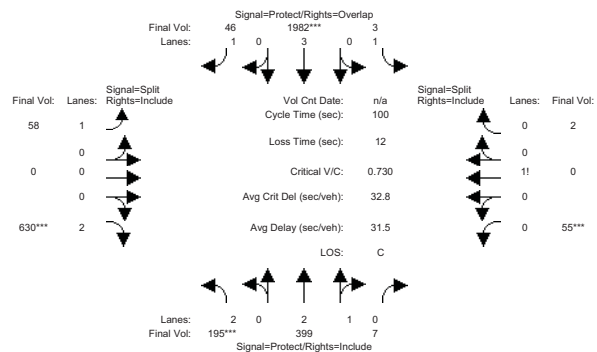
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave					Innovation Way				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	195	399	7	3	1982	46	58	0	630	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	399	7	3	1982	46	58	0	630	55
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	399	7	3	1982	46	58	0	630	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	399	7	3	1982	46	58	0	630	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	399	7	3	1982	46	58	0	630	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	399	7	3	1982	46	58	0	630	55
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.92
Lanes:	2.00	2.95	0.05	1.00	3.00	1.00	1.00	0.00	2.00	0.96
Final Sat.:	3150	5503	97	1750	5700	1750	1750	0	3150	1689
Capacity Analysis Module:										
Vol/Sat:	0.06	0.07	0.07	0.00	0.35	0.03	0.03	0.00	0.20	0.03
Crit Moves:	***	***	***	***	***	***	***	***	***	***
Green Time:	7.9	30.8	30.8	21.6	44.5	70.1	25.6	0.0	25.6	10.0
Volume/Cap:	0.78	0.24	0.24	0.01	0.78	0.04	0.13	0.00	0.78	0.33
Delay/Veh:	66.4	26.1	26.1	30.8	26.1	4.7	29.2	0.0	42.0	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	26.1	26.1	30.8	26.1	4.7	29.2	0.0	42.0	46.8
LOS by Move:	E	C	C	C	C	A	C	A	D	A
HCM2kAvgQ:	6	3	3	0	19	0	1	0	13	2

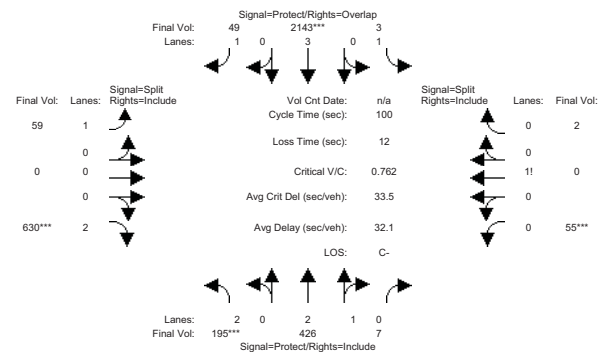
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:34:46 2015 Page 3-8

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave					Innovation Way				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	195	426	7	3	2143	49	59	0	630	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	426	7	3	2143	49	59	0	630	55
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	426	7	3	2143	49	59	0	630	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	426	7	3	2143	49	59	0	630	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	426	7	3	2143	49	59	0	630	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	426	7	3	2143	49	59	0	630	55
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.92
Lanes:	2.00	2.95	0.05	1.00	3.00	1.00	1.00	0.00	2.00	0.96
Final Sat.:	3150	5509	91	1750	5700	1750	1750	0	3150	1689
Capacity Analysis Module:										
Vol/Sat:	0.06	0.08	0.08	0.00	0.38	0.03	0.03	0.00	0.20	0.03
Crit Moves:	***	***	***	***	***	***	***	***	***	***
Green Time:	7.6	31.5	31.5	22.0	46.0	70.4	24.5	0.0	24.5	10.0
Volume/Cap:	0.82	0.25	0.25	0.01	0.82	0.04	0.14	0.00	0.82	0.33
Delay/Veh:	71.3	25.8	25.8	30.5	26.4	4.6	30.2	0.0	45.1	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	25.8	25.8	30.5	26.4	4.6	30.2	0.0	45.1	46.8
LOS by Move:	E	C	C	C	C	A	C	A	D	A
HCM2kAvgQ:	6	3	3	0	21	0	2	0	13	2

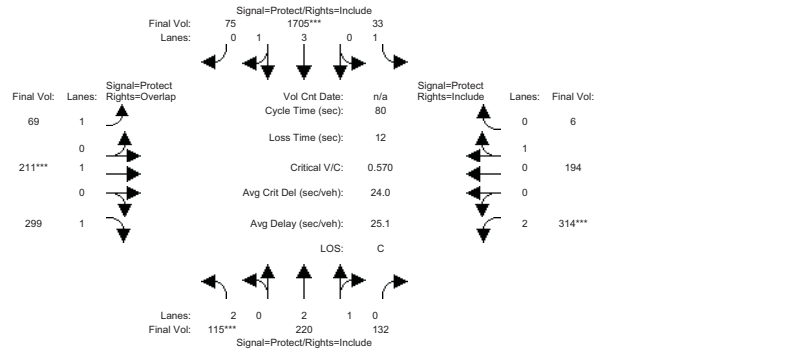
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:34:46 2015 Page 3-9

1184 Mathilda Avenue TIA

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	115	220	132	33	1705	75	69	211	299	314	194	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	220	132	33	1705	75	69	211	299	314	194	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	220	132	33	1705	75	69	211	299	314	194	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	220	132	33	1705	75	69	211	299	314	194	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	220	132	33	1705	75	69	211	299	314	194	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	220	132	33	1705	75	69	211	299	314	194	6

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	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.82	0.18	1.00	1.00	1.00	2.00	0.97	0.03
Final Sat.:	3150	3800	1750	1750	7183	316	1750	1900	1750	3150	1746	54

Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.08	0.02	0.24	0.24	0.04	0.11	0.17	0.10	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	23.1	23.1	16.2	32.3	32.3	11.8	15.1	22.1	13.6	16.9	16.9
Volume/Cap:	0.42	0.20	0.26	0.09	0.59	0.59	0.27	0.59	0.62	0.59	0.53	0.53
Delay/Veh:	39.2	21.7	22.3	26.5	19.5	19.5	32.8	36.5	31.1	35.3	33.2	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:	39.2	21.7	22.3	26.5	19.5	19.5	32.8	36.5	31.1	35.3	33.2	33.2
LOS by Move:	D	C+	C+	C	B-	B-	C-	D+	C	D+	C-	C-
HCM2kAvgQ:	2	2	3	1	9	9	2	6	8	5	5	5

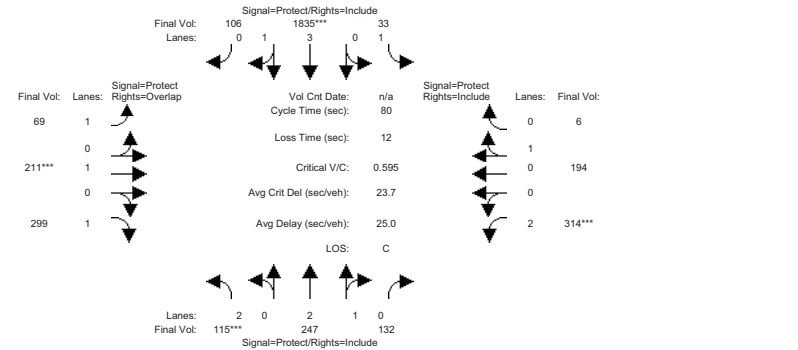
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	115	247	132	33	1835	106	69	211	299	314	194	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	247	132	33	1835	106	69	211	299	314	194	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	247	132	33	1835	106	69	211	299	314	194	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	247	132	33	1835	106	69	211	299	314	194	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	247	132	33	1835	106	69	211	299	314	194	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	247	132	33	1835	106	69	211	299	314	194	6

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	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.77	0.23	1.00	1.00	1.00	2.00	0.97	0.03
Final Sat.:	3150	3800	1750	1750	7090	410	1750	1900	1750	3150	1746	54

Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.08	0.02	0.26	0.26	0.04	0.11	0.17	0.10	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	23.9	23.9	16.7	33.6	33.6	11.3	14.4	21.4	12.9	16.1	16.1
Volume/Cap:	0.42	0.22	0.25	0.09	0.62	0.62	0.28	0.62	0.64	0.62	0.55	0.55
Delay/Veh:	39.2	21.3	21.7	26.0	19.0	19.0	33.5	38.3	32.4	36.7	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	21.3	21.7	26.0	19.0	19.0	33.5	38.3	32.4	36.7	34.7	34.7
LOS by Move:	D	C+	C+	C	B-	B-	C-	D+	C-	D+	C-	C-
HCM2kAvgQ:	2	2	3	1	10	10	2	6	8	5	5	5

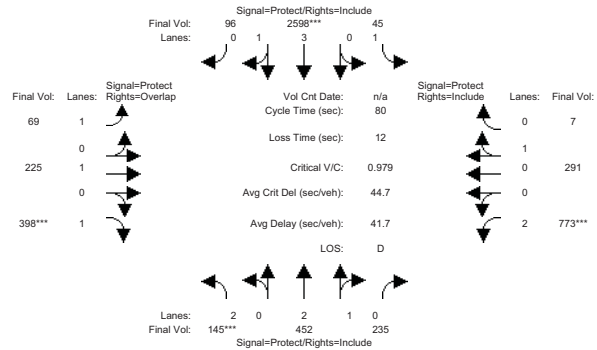
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	145	452	235	45	2598	96	69	225	398	773	291	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:	145	452	235	45	2598	96	69	225	398	773	291	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:	145	452	235	45	2598	96	69	225	398	773	291	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:	145	452	235	45	2598	96	69	225	398	773	291	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	452	235	45	2598	96	69	225	398	773	291	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	452	235	45	2598	96	69	225	398	773	291	7

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	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	7232	267	1750	1900	1750	3150	1758	42

Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.13	0.03	0.36	0.36	0.04	0.12	0.23	0.25	0.17	0.17
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	22.1	22.1	14.4	29.4	29.4	10.9	11.5	18.5	20.1	20.7	20.7
Volume/Cap:	0.53	0.43	0.49	0.14	0.98	0.98	0.29	0.83	0.99	0.98	0.64	0.64
Delay/Veh:	41.9	24.7	25.4	28.6	37.4	37.4	34.1	57.4	71.9	56.5	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	24.7	25.4	28.6	37.4	37.4	34.1	57.4	71.9	56.5	33.0	33.0
LOS by Move:	D	C	C	C	D+	D+	C-	E+	E	E+	C-	C-
HCM2kAvgQ:	3	5	6	1	23	23	2	8	17	17	8	8

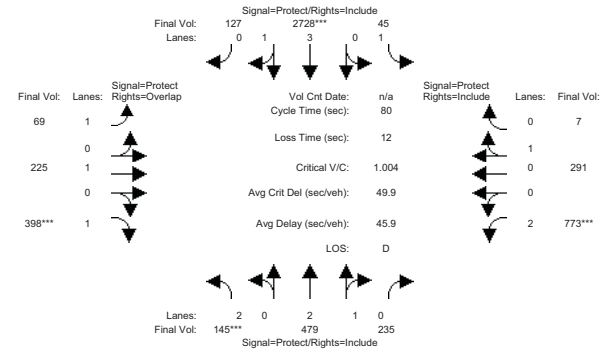
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:34:46 2015 Page 3-12

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	145	479	235	45	2728	127	69	225	398	773	291	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:	145	479	235	45	2728	127	69	225	398	773	291	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:	145	479	235	45	2728	127	69	225	398	773	291	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:	145	479	235	45	2728	127	69	225	398	773	291	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	479	235	45	2728	127	69	225	398	773	291	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	479	235	45	2728	127	69	225	398	773	291	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.81	0.19	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	3150	3799	1800	1750	7166	334	1750	1900	1750	3150	1758	42

Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.38	0.38	0.04	0.12	0.23	0.25	0.17	0.17
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	22.3	22.3	15.0	30.3	30.3	10.6	11.1	18.1	19.5	20.1	20.1
Volume/Cap:	0.53	0.45	0.47	0.14	1.00	1.00	0.30	0.85	1.00	1.00	0.66	0.66
Delay/Veh:	41.9	24.7	24.9	28.0	42.8	42.8	34.6	61.1	76.8	63.8	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:	41.9	24.7	24.9	28.0	42.8	42.8	34.6	61.1	76.8	63.8	34.3	34.3
LOS by Move:	D	C	C	C	D	D	C-	E	E-	E	C-	C-
HCM2kAvgQ:	3	5	5	1	26	26	2	8	17	18	8	8

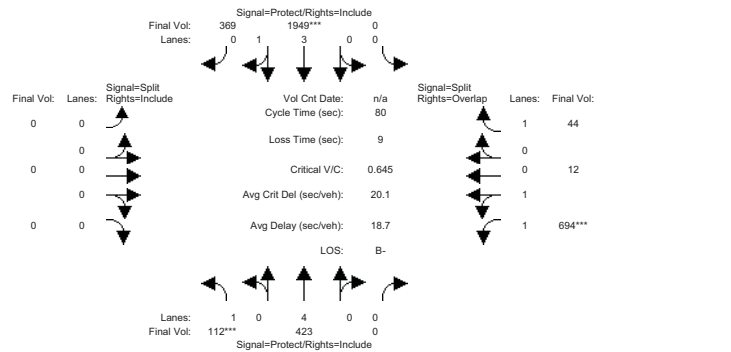
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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:	112	423	0	0	1949	369	0	0	0	694	12	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:	112	423	0	0	1949	369	0	0	0	694	12	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:	112	423	0	0	1949	369	0	0	0	694	12	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:	112	423	0	0	1949	369	0	0	0	694	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	423	0	0	1949	369	0	0	0	694	12	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
FinalVolume:	112	423	0	0	1949	369	0	0	0	694	12	44

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	0.00	0.00	3.34	0.66	0.00	0.00	0.00
Final Sat.:	1750	7600	0	0	6304	1194	0	0	0

Capacity Analysis Module:									
Vol/Sat:	0.06	0.06	0.00	0.00	0.31	0.31	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.9	46.3	0.0	0.0	38.4	38.4	0.0	0.0	0.0
Volume/Cap:	0.64	0.10	0.00	0.00	0.64	0.64	0.00	0.00	0.00
Delay/Veh:	51.7	7.6	0.0	0.0	16.6	16.6	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
AdjDel/Veh:	51.7	7.6	0.0	0.0	16.6	16.6	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	B	B	A	A	A
HCM2kAvgQ:	4	1	0	0	12	12	0	0	0

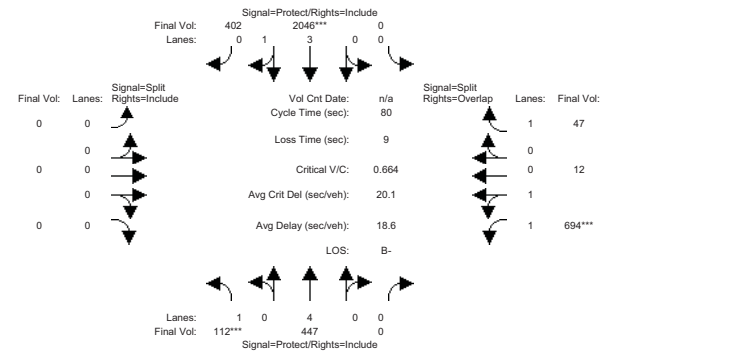
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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:	112	447	0	0	2046	402	0	0	0	694	12	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:	112	447	0	0	2046	402	0	0	0	694	12	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:	112	447	0	0	2046	402	0	0	0	694	12	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:	112	447	0	0	2046	402	0	0	0	694	12	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	447	0	0	2046	402	0	0	0	694	12	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	447	0	0	2046	402	0	0	0	694	12	47

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	0.00	0.00	3.32	0.68	0.00	0.00	0.00
Final Sat.:	1750	7600	0	0	6266	1231	0	0	0

Capacity Analysis Module:									
Vol/Sat:	0.06	0.06	0.00	0.00	0.33	0.33	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.7	47.0	0.0	0.0	39.3	39.3	0.0	0.0	0.0
Volume/Cap:	0.66	0.10	0.00	0.00	0.66	0.66	0.00	0.00	0.00
Delay/Veh:	53.7	7.3	0.0	0.0	16.3	16.3	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
AdjDel/Veh:	53.7	7.3	0.0	0.0	16.3	16.3	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	B	B	A	A	A
HCM2kAvgQ:	4	1	0	0	12	12	0	0	0

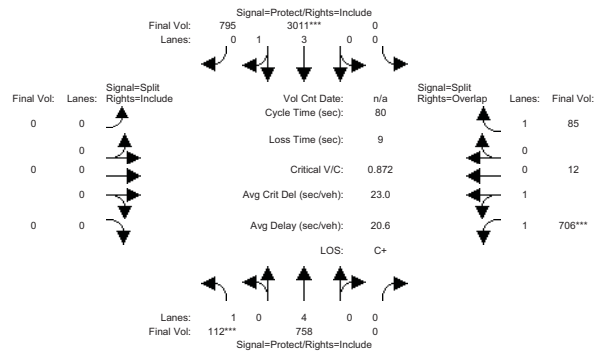
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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:	112	758	0	0	3011	795	0	0	0	706	12	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	758	0	0	3011	795	0	0	0	706	12	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	758	0	0	3011	795	0	0	0	706	12	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	758	0	0	3011	795	0	0	0	706	12	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	758	0	0	3011	795	0	0	0	706	12	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	758	0	0	3011	795	0	0	0	706	12	85

Saturation Flow Module:								
Sat/Lane:	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
Lanes:	1.00	4.00	0.00	0.00	3.13	0.87	0.00	0.00
Final Sat.:	1750	7600	0	0	5931	1566	0	0

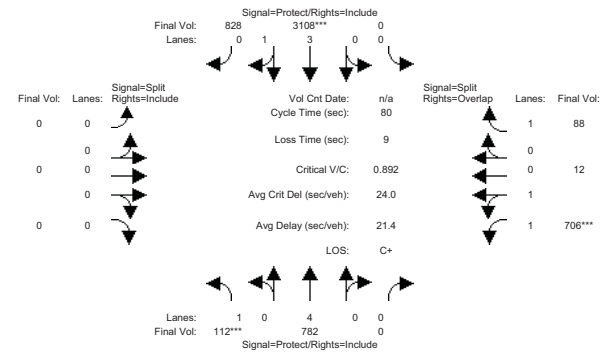
Capacity Analysis Module:								
Vol/Sat:	0.06	0.10	0.00	0.00	0.51	0.51	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	7.0	52.8	0.0	0.0	45.8	45.8	0.0	0.0
Volume/Cap:	0.73	0.15	0.00	0.00	0.89	0.89	0.00	0.00
Delay/Veh:	61.9	5.2	0.0	0.0	18.0	18.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	5.2	0.0	0.0	18.0	18.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	A	A
HCM2kAvgQ:	5	2	0	0	24	24	0	0
Note:	Queue reported is the number of cars per lane.							

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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:	112	782	0	0	3108	828	0	0	0	706	12	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:	112	782	0	0	3108	828	0	0	0	706	12	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:	112	782	0	0	3108	828	0	0	0	706	12	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:	112	782	0	0	3108	828	0	0	0	706	12	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	782	0	0	3108	828	0	0	0	706	12	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	782	0	0	3108	828	0	0	0	706	12	88

Saturation Flow Module:								
Sat/Lane:	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
Lanes:	1.00	4.00	0.00	0.00	3.12	0.88	0.00	0.00
Final Sat.:	1750	7600	0	0	5920	1577	0	0

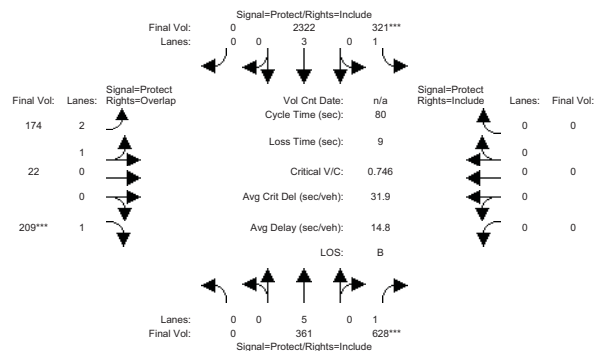
Capacity Analysis Module:								
Vol/Sat:	0.06	0.10	0.00	0.00	0.53	0.53	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	7.0	53.2	0.0	0.0	46.2	46.2	0.0	0.0
Volume/Cap:	0.73	0.15	0.00	0.00	0.91	0.91	0.00	0.00
Delay/Veh:	61.9	5.1	0.0	0.0	18.8	18.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	5.1	0.0	0.0	18.8	18.8	0.0	0.0
LOS by Move:	E	A	A	A	B	B	A	A
HCM2kAvgQ:	5	2	0	0	26	26	0	0
Note:	Queue reported is the number of cars per lane.							

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1184 Mathilda Avenue TIA

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	361	628	321	2322	0	174	22	209	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	361	628	321	2322	0	174	22	209	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	361	628	321	2322	0	174	22	209	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	361	628	321	2322	0	174	22	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	361	628	321	2322	0	174	22	209	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	361	628	321	2322	0	174	22	209	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	0.86	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.69	0.31	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4390	555	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.36	0.18	0.41	0.00	0.04	0.04	0.12	0.00	0.00	0.00
Crit Moves:	0.0	38.5	38.5	19.7	58.2	0.0	12.8	12.8	12.8	0.0	0.0	0.0
Green Time:	0.0	38.5	38.5	19.7	58.2	0.0	12.8	12.8	12.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.08	0.75	0.75	0.56	0.00	0.25	0.25	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	11.2	22.7	39.0	5.6	0.0	30.1	30.1	48.5	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	11.2	22.7	39.0	5.6	0.0	30.1	30.1	48.5	0.0	0.0	0.0
LOS by Move:	A	B+	C+	D	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	1	15	10	9	0	2	2	7	0	0	0

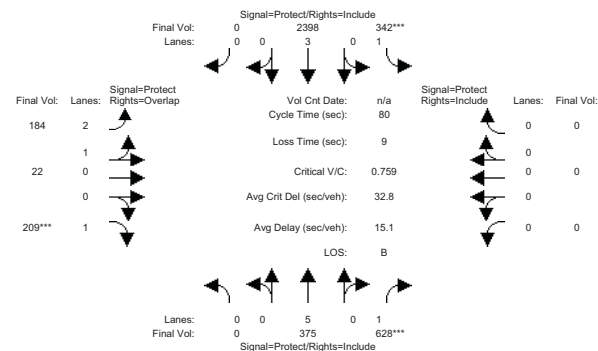
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	375	628	342	2398	0	184	22	209	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	375	628	342	2398	0	184	22	209	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	375	628	342	2398	0	184	22	209	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	375	628	342	2398	0	184	22	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	628	342	2398	0	184	22	209	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	375	628	342	2398	0	184	22	209	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	0.86	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.71	0.29	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4417	528	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.36	0.20	0.42	0.00	0.04	0.04	0.12	0.00	0.00	0.00
Crit Moves:	0.0	37.8	37.8	20.6	58.4	0.0	12.6	12.6	12.6	0.0	0.0	0.0
Green Time:	0.0	37.8	37.8	20.6	58.4	0.0	12.6	12.6	12.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.08	0.76	0.76	0.58	0.00	0.26	0.26	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	11.6	23.8	38.8	5.6	0.0	30.5	30.5	50.0	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	11.6	23.8	38.8	5.6	0.0	30.5	30.5	50.0	0.0	0.0	0.0
LOS by Move:	A	B+	C	D+	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	1	15	10	10	0	2	2	7	0	0	0

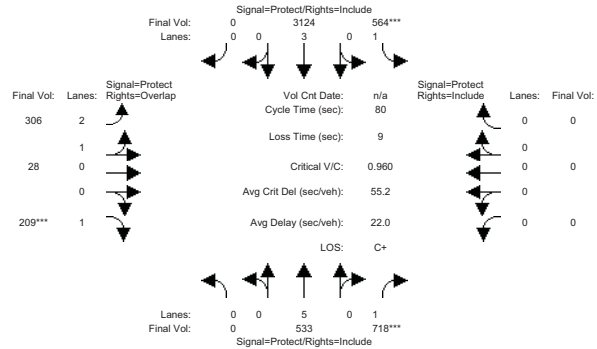
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps

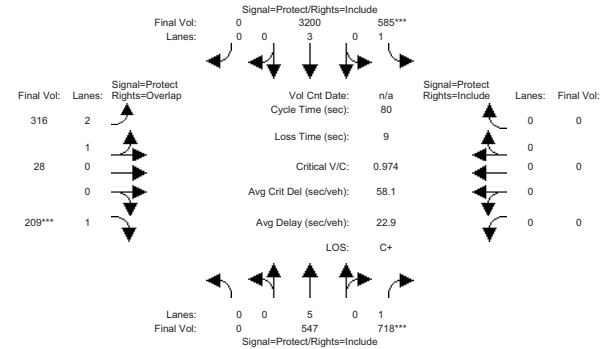


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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

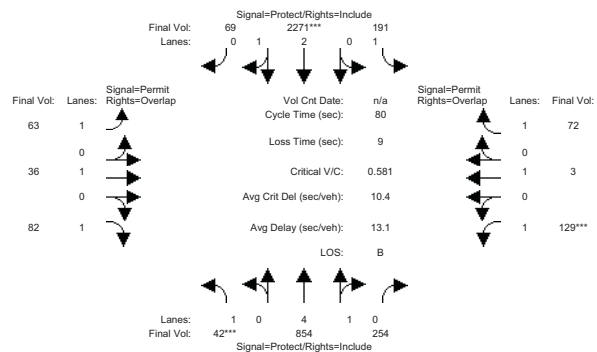
Intersection #5: Mathilda Ave / SR 237 EB Ramps



1184 Mathilda Avenue TIA

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

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	42	854	254	191	2271	69	63	36	82	129	3	72
Growth Adj:	1.00	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	854	254	191	2271	69	63	36	82	129	3	72
Added Vol:	0	0	0	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	854	254	191	2271	69	63	36	82	129	3	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	854	254	191	2271	69	63	36	82	129	3	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	854	254	191	2271	69	63	36	82	129	3	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	854	254	191	2271	69	63	36	82	129	3	72

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5435	165	1750	1900	1750

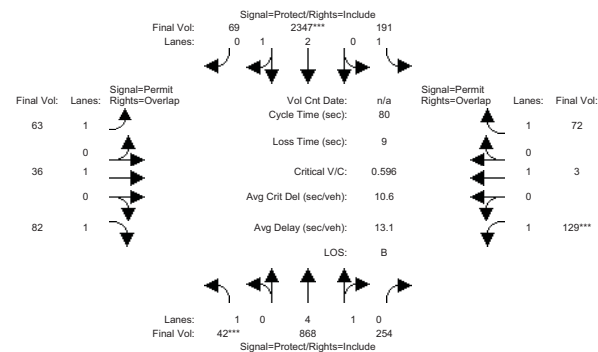
Capacity Analysis Module:									
Vol/Sat:	0.02	0.11	0.15	0.11	0.42	0.42	0.04	0.02	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.0	34.8	34.8	26.2	54.0	54.0	10.0	10.0	17.0
Volume/Cap:	0.27	0.26	0.33	0.33	0.62	0.62	0.29	0.15	0.22
Delay/Veh:	38.5	14.5	15.2	21.9	8.0	8.0	35.1	32.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.5	15.2	21.9	8.0	8.0	35.1	32.6	27.4
LOS by Move:	D+	B	B	C+	A	A	D+	C-	C
HCM2kAvgQ:	1	3	5	4	11	11	2	4	0

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	42	868	254	191	2347	69	63	36	82	129	3	72
Growth Adj:	1.00	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	868	254	191	2347	69	63	36	82	129	3	72
Added Vol:	0	0	0	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	868	254	191	2347	69	63	36	82	129	3	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	868	254	191	2347	69	63	36	82	129	3	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	868	254	191	2347	69	63	36	82	129	3	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	868	254	191	2347	69	63	36	82	129	3	72

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5440	160	1750	1900	1750

Capacity Analysis Module:									
Vol/Sat:	0.02	0.11	0.15	0.11	0.43	0.43	0.04	0.02	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.0	34.8	34.8	26.2	54.0	54.0	10.0	10.0	17.0
Volume/Cap:	0.27	0.26	0.33	0.33	0.64	0.64	0.29	0.15	0.22
Delay/Veh:	38.5	14.6	15.2	21.9	8.3	8.3	35.1	32.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.6	15.2	21.9	8.3	8.3	35.1	32.6	27.4
LOS by Move:	D+	B	B	C+	A	A	D+	C-	C
HCM2kAvgQ:	1	3	5	4	12	12	2	4	0

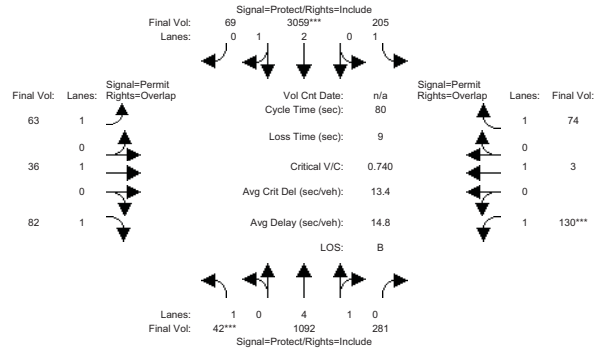
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	42	1092	281	205	3059	69	63	36	82	130	3	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:	42	1092	281	205	3059	69	63	36	82	130	3	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:	42	1092	281	205	3059	69	63	36	82	130	3	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:	42	1092	281	205	3059	69	63	36	82	130	3	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1092	281	205	3059	69	63	36	82	130	3	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1092	281	205	3059	69	63	36	82	130	3	74

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	1.00	1.00	2.93	0.07	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5476	124	1750	1900	1750

Capacity Analysis Module:									
Vol/Sat:	0.02	0.14	0.16	0.12	0.56	0.56	0.04	0.02	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.0	35.3	35.3	25.7	54.0	54.0	10.0	10.0	17.0
Volume/Cap:	0.27	0.33	0.36	0.36	0.83	0.83	0.29	0.15	0.22
Delay/Veh:	38.5	14.8	15.2	22.7	11.8	11.8	35.1	32.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.8	15.2	22.7	11.8	11.8	35.1	32.6	27.4
LOS by Move:	D+	B	B	C+	B+	B+	D+	C-	C
HCM2kAvgQ:	1	4	5	4	22	22	2	1	2

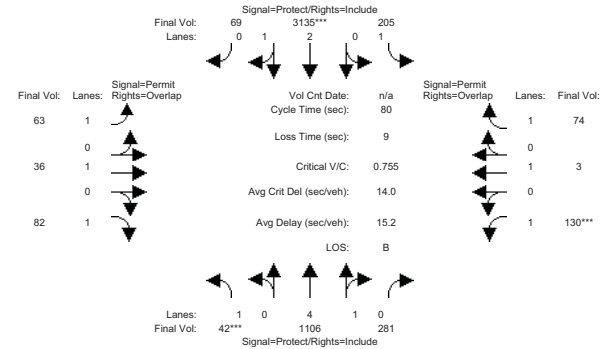
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	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:												
Base Vol:	42	1106	281	205	3135	69	63	36	82	130	3	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:	42	1106	281	205	3135	69	63	36	82	130	3	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:	42	1106	281	205	3135	69	63	36	82	130	3	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:	42	1106	281	205	3135	69	63	36	82	130	3	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1106	281	205	3135	69	63	36	82	130	3	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1106	281	205	3135	69	63	36	82	130	3	74

Saturation Flow Module:									
Sat/Lane:	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
Lanes:	1.00	4.00	1.00	1.00	2.93	0.07	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5479	121	1750	1900	1750

Capacity Analysis Module:									
Vol/Sat:	0.02	0.15	0.16	0.12	0.57	0.57	0.04	0.02	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.0	35.3	35.3	25.7	54.0	54.0	10.0	10.0	17.0
Volume/Cap:	0.27	0.33	0.36	0.36	0.85	0.85	0.29	0.15	0.22
Delay/Veh:	38.5	14.8	15.2	22.7	12.4	12.4	35.1	32.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.8	15.2	22.7	12.4	12.4	35.1	32.6	27.4
LOS by Move:	D+	B	B	C+	B	B	D+	C-	C
HCM2kAvgQ:	1	5	5	4	23	23	2	1	2

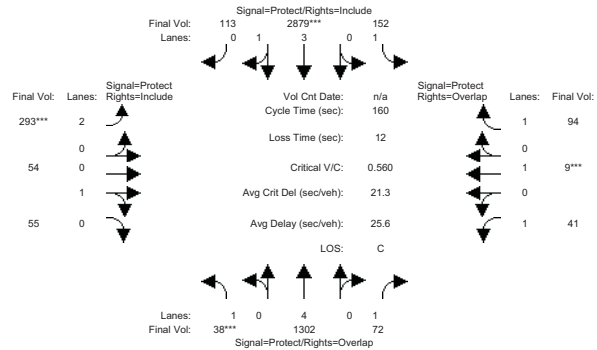
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	38	1302	72	152	2879	113	293	54	55	41	9	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:	38	1302	72	152	2879	113	293	54	55	41	9	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:	38	1302	72	152	2879	113	293	54	55	41	9	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:	38	1302	72	152	2879	113	293	54	55	41	9	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1302	72	152	2879	113	293	54	55	41	9	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:	38	1302	72	152	2879	113	293	54	55	41	9	94

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	3.84	0.16	2.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7216	283	3150	892	908	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.04	0.09	0.40	0.40	0.09	0.06	0.06	0.02	0.00	0.05
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	75.1	89.5	38.1	106	106.2	24.8	20.5	20.5	14.3	10.0	48.1
Volume/Cap:	0.50	0.36	0.07	0.36	0.60	0.60	0.60	0.47	0.47	0.26	0.08	0.18
Delay/Veh:	96.0	27.4	16.4	53.3	15.6	15.6	68.4	71.6	71.6	71.9	71.9	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:	96.0	27.4	16.4	53.3	15.6	15.6	68.4	71.6	71.6	71.9	71.9	42.1
LOS by Move:	F	C	B	D-	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	10	2	7	20	20	9	6	6	2	0	4

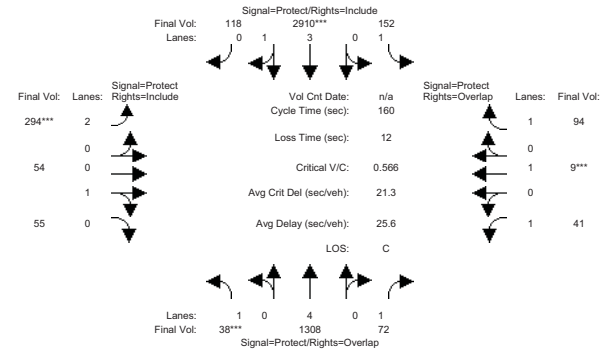
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	38	1308	72	152	2910	118	294	54	55	41	9	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:	38	1308	72	152	2910	118	294	54	55	41	9	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:	38	1308	72	152	2910	118	294	54	55	41	9	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:	38	1308	72	152	2910	118	294	54	55	41	9	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1308	72	152	2910	118	294	54	55	41	9	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:	38	1308	72	152	2910	118	294	54	55	41	9	94

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	3.84	0.16	2.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7207	292	3150	892	908	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.04	0.09	0.40	0.40	0.09	0.06	0.06	0.02	0.00	0.05
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	75.4	89.6	38.0	106	106.4	24.6	20.4	20.4	14.2	10.0	48.0
Volume/Cap:	0.50	0.37	0.07	0.37	0.61	0.61	0.61	0.48	0.48	0.26	0.08	0.18
Delay/Veh:	96.0	27.3	16.3	53.4	15.6	15.6	68.8	71.8	71.8	72.1	71.9	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:	96.0	27.3	16.3	53.4	15.6	15.6	68.8	71.8	71.8	72.1	71.9	42.1
LOS by Move:	F	C	B	D-	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	10	2	7	21	21	9	6	6	2	0	4

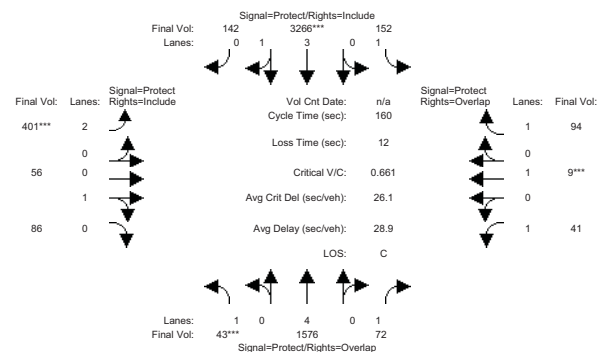
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	43	1576	72	152	3266	142	401	56	86	41	9	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:	43	1576	72	152	3266	142	401	56	86	41	9	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:	43	1576	72	152	3266	142	401	56	86	41	9	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:	43	1576	72	152	3266	142	401	56	86	41	9	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1576	72	152	3266	142	401	56	86	41	9	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:	43	1576	72	152	3266	142	401	56	86	41	9	94

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	3.83	0.17	2.00	0.39	0.61	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7187	312	3150	710	1090	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.04	0.09	0.45	0.45	0.13	0.08	0.08	0.02	0.00	0.05
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	77.1	90.9	32.3	102	102.3	28.7	24.9	24.9	13.8	10.0	42.3
Volume/Cap:	0.56	0.43	0.07	0.43	0.71	0.71	0.71	0.51	0.51	0.27	0.08	0.20
Delay/Veh:	101.5	27.5	15.7	59.6	20.0	20.0	69.2	68.4	68.4	72.8	71.9	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:	101.5	27.5	15.7	59.6	20.0	20.0	69.2	68.4	68.4	72.8	71.9	46.8
LOS by Move:	F	C	B	E+	B-	B-	E	E	E	E	E	D
HCM2kAvgQ:	3	12	2	7	28	28	12	7	7	2	0	4

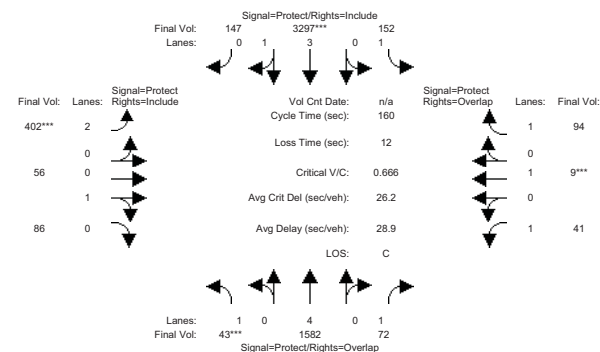
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	43	1582	72	152	3297	147	402	56	86	41	9	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:	43	1582	72	152	3297	147	402	56	86	41	9	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:	43	1582	72	152	3297	147	402	56	86	41	9	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:	43	1582	72	152	3297	147	402	56	86	41	9	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1582	72	152	3297	147	402	56	86	41	9	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:	43	1582	72	152	3297	147	402	56	86	41	9	94

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	3.82	0.18	2.00	0.39	0.61	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7179	320	3150	710	1090	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.04	0.09	0.46	0.46	0.13	0.08	0.08	0.02	0.00	0.05
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	77.3	91.0	32.2	103	102.5	28.5	24.8	24.8	13.7	10.0	42.2
Volume/Cap:	0.56	0.43	0.07	0.43	0.72	0.72	0.72	0.51	0.51	0.27	0.08	0.20
Delay/Veh:	101.5	27.4	15.7	59.7	20.0	20.0	69.6	68.6	68.6	72.9	71.9	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:	101.5	27.4	15.7	59.7	20.0	20.0	69.6	68.6	68.6	72.9	71.9	46.8
LOS by Move:	F	C	B	E+	C+	C+	E	E	E	E	E	D
HCM2kAvgQ:	3	12	2	7	28	28	12	7	7	2	0	4

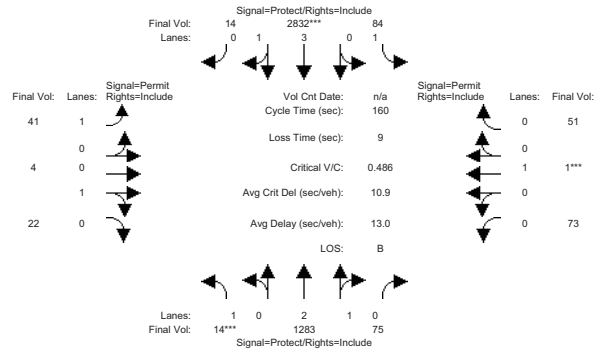
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	14	1283	75	84	2832	14	41	4	22	73	1	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:	14	1283	75	84	2832	14	41	4	22	73	1	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:	14	1283	75	84	2832	14	41	4	22	73	1	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:	14	1283	75	84	2832	14	41	4	22	73	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1283	75	84	2832	14	41	4	22	73	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1283	75	84	2832	14	41	4	22	73	1	51

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	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	3.98	0.02	1.00	0.15	0.85	0.58	0.01	0.41
Final Sat.:	1750	5290	309	1750	7463	37	1750	277	1523	1022	14	714

Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.05	0.38	0.38	0.02	0.01	0.01	0.07	0.07	0.07
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	107	107.0	21.2	121	121.2	22.8	22.8	22.8	22.8	22.8	22.8
Volume/Cap:	0.18	0.36	0.36	0.36	0.50	0.50	0.16	0.10	0.10	0.50	0.50	0.50
Delay/Veh:	78.9	11.9	11.9	67.6	7.9	7.9	61.6	60.5	60.5	70.4	70.4	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	11.9	11.9	67.6	7.9	7.9	61.6	60.5	60.5	70.4	70.4	70.4
LOS by Move:	E-	B+	B+	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	10	10	4	14	14	2	1	1	7	7	7

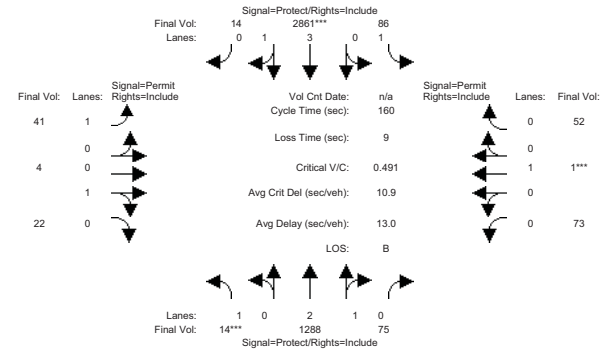
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	14	1288	75	86	2861	14	41	4	22	73	1	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:	14	1288	75	86	2861	14	41	4	22	73	1	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:	14	1288	75	86	2861	14	41	4	22	73	1	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:	14	1288	75	86	2861	14	41	4	22	73	1	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1288	75	86	2861	14	41	4	22	73	1	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1288	75	86	2861	14	41	4	22	73	1	52

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	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	3.98	0.02	1.00	0.15	0.85	0.58	0.01	0.41
Final Sat.:	1750	5291	308	1750	7463	37	1750	277	1523	1014	14	722

Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.05	0.38	0.38	0.02	0.01	0.01	0.07	0.07	0.07
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	107	106.7	21.5	121	121.2	22.8	22.8	22.8	22.8	22.8	22.8
Volume/Cap:	0.18	0.37	0.37	0.37	0.51	0.51	0.16	0.10	0.10	0.51	0.51	0.51
Delay/Veh:	78.9	12.0	12.0	67.3	7.9	7.9	61.7	60.5	60.5	70.6	70.6	70.6
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:	78.9	12.0	12.0	67.3	7.9	7.9	61.7	60.5	60.5	70.6	70.6	70.6
LOS by Move:	E-	B	B	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	10	10	4	14	14	2	1	1	7	7	7

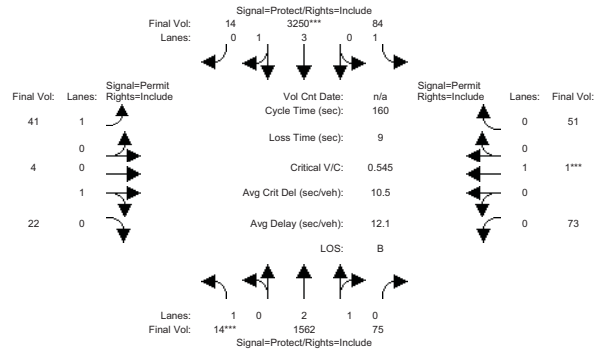
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	14	1562	75	84	3250	14	41	4	22	73	1	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:	14	1562	75	84	3250	14	41	4	22	73	1	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:	14	1562	75	84	3250	14	41	4	22	73	1	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:	14	1562	75	84	3250	14	41	4	22	73	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1562	75	84	3250	14	41	4	22	73	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1562	75	84	3250	14	41	4	22	73	1	51

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	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	3.98	0.02	1.00	0.15	0.85	0.58	0.01	0.41
Final Sat.:	1750	5343	257	1750	7468	32	1750	277	1523	1022	14	714

Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.05	0.44	0.44	0.02	0.01	0.01	0.07	0.07	0.07
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	112	112.3	18.4	124	123.7	20.3	20.3	20.3	20.3	20.3	20.3
Volume/Cap:	0.18	0.42	0.42	0.42	0.56	0.56	0.18	0.11	0.11	0.56	0.56	0.56
Delay/Veh:	78.9	10.4	10.4	72.0	7.7	7.7	64.3	62.9	62.9	75.6	75.6	75.6
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:	78.9	10.4	10.4	72.0	7.7	7.7	64.3	62.9	62.9	75.6	75.6	75.6
LOS by Move:	E-	B+	B+	E	A	A	E	E	E	E-	E-	E-
HCM2kAvgQ:	1	11	11	4	16	16	2	1	1	7	7	7

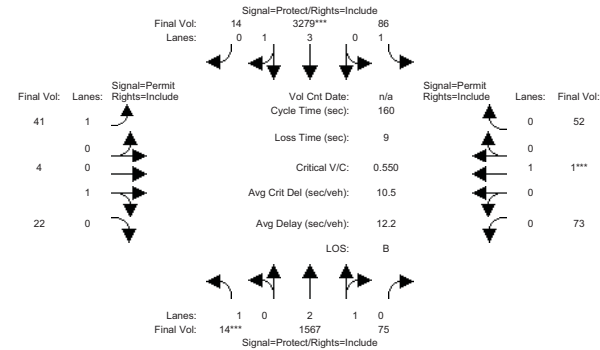
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	14	1567	75	86	3279	14	41	4	22	73	1	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:	14	1567	75	86	3279	14	41	4	22	73	1	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:	14	1567	75	86	3279	14	41	4	22	73	1	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:	14	1567	75	86	3279	14	41	4	22	73	1	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1567	75	86	3279	14	41	4	22	73	1	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1567	75	86	3279	14	41	4	22	73	1	52

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	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	3.98	0.02	1.00	0.15	0.85	0.58	0.01	0.41
Final Sat.:	1750	5344	256	1750	7468	32	1750	277	1523	1014	14	722

Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.05	0.44	0.44	0.02	0.01	0.01	0.07	0.07	0.07
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	112	112.0	18.8	124	123.7	20.3	20.3	20.3	20.3	20.3	20.3
Volume/Cap:	0.18	0.42	0.42	0.42	0.57	0.57	0.18	0.11	0.11	0.57	0.57	0.57
Delay/Veh:	78.9	10.5	10.5	71.7	7.7	7.7	64.3	62.9	62.9	75.9	75.9	75.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	10.5	10.5	71.7	7.7	7.7	64.3	62.9	62.9	75.9	75.9	75.9
LOS by Move:	E-	B+	B+	E	A	A	E	E	E	E-	E-	E-
HCM2kAvgQ:	1	11	11	5	16	16	2	1	1	7	7	7

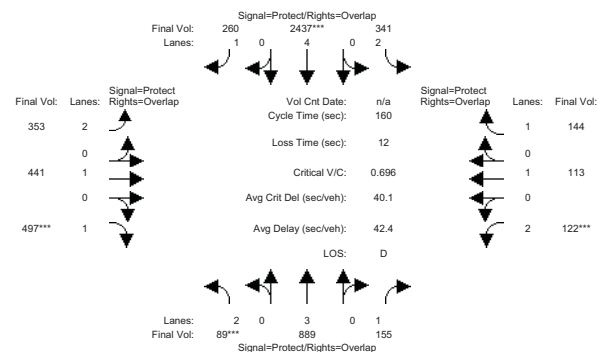
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	89	889	155	341	2437	260	353	441	497	122	113	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:	89	889	155	341	2437	260	353	441	497	122	113	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:	89	889	155	341	2437	260	353	441	497	122	113	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:	89	889	155	341	2437	260	353	441	497	122	113	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	889	155	341	2437	260	353	441	497	122	113	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
FinalVolume:	89	889	155	341	2437	260	353	441	497	122	113	144

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.09	0.11	0.32	0.15	0.11	0.23	0.28	0.04	0.06	0.08
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	48.6	57.7	33.8	75.4	117.5	42.1	56.5	63.5	9.1	23.5	57.2
Volume/Cap:	0.65	0.51	0.25	0.51	0.68	0.20	0.43	0.66	0.72	0.68	0.41	0.23
Delay/Veh:	96.3	47.0	36.8	58.7	34.0	7.0	50.5	48.6	46.9	92.9	66.2	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:	96.3	47.0	36.8	58.7	34.0	7.0	50.5	48.6	46.9	92.9	66.2	36.8
LOS by Move:	F	D	D+	E+	C-	A	D	D	D	F	E	D+
HCM2kAvgQ:	4	12	6	9	23	4	9	18	23	5	5	5

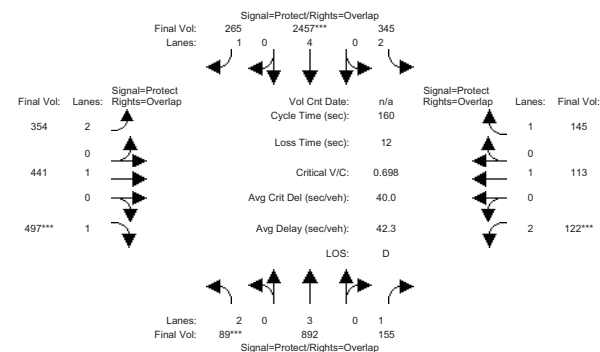
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	89	892	155	345	2457	265	354	441	497	122	113	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:	89	892	155	345	2457	265	354	441	497	122	113	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:	89	892	155	345	2457	265	354	441	497	122	113	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:	89	892	155	345	2457	265	354	441	497	122	113	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	892	155	345	2457	265	354	441	497	122	113	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:	89	892	155	345	2457	265	354	441	497	122	113	145

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.09	0.11	0.32	0.15	0.11	0.23	0.28	0.04	0.06	0.08
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	48.6	57.7	34.0	75.7	117.7	42.0	56.2	63.2	9.1	23.3	57.4
Volume/Cap:	0.65	0.51	0.25	0.51	0.68	0.21	0.43	0.66	0.72	0.68	0.41	0.23
Delay/Veh:	96.3	47.0	36.8	58.5	33.9	7.0	50.7	48.9	47.2	93.2	66.4	36.7
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:	96.3	47.0	36.8	58.5	33.9	7.0	50.7	48.9	47.2	93.2	66.4	36.7
LOS by Move:	F	D	D+	E+	C-	A	D	D	D	F	E	D+
HCM2kAvgQ:	4	12	6	9	23	4	9	18	23	5	5	5

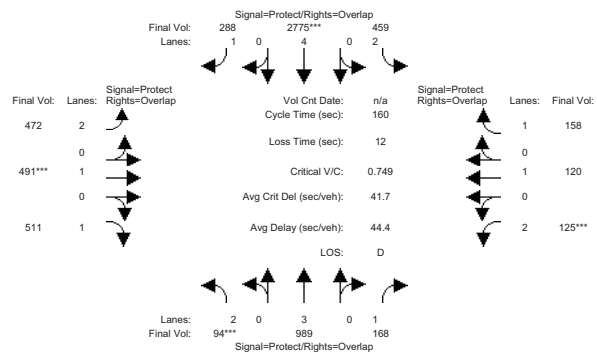
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	94	989	168	459	2775	288	472	491	511	125	120	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:	94	989	168	459	2775	288	472	491	511	125	120	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:	94	989	168	459	2775	288	472	491	511	125	120	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:	94	989	168	459	2775	288	472	491	511	125	120	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	989	168	459	2775	288	472	491	511	125	120	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	989	168	459	2775	288	472	491	511	125	120	158

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.10	0.15	0.37	0.16	0.15	0.26	0.29	0.04	0.06	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	46.0	54.4	38.6	77.6	122.2	44.6	54.9	61.9	8.4	18.8	57.4
Volume/Cap:	0.68	0.60	0.28	0.60	0.75	0.22	0.54	0.75	0.75	0.75	0.54	0.25
Delay/Veh:	99.4	50.8	39.7	57.4	34.9	5.7	51.3	54.4	50.1	101.4	75.5	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:	99.4	50.8	39.7	57.4	34.9	5.7	51.3	54.4	50.1	101.4	75.5	37.1
LOS by Move:	F	D	D	E+	C-	A	D-	D-	D	F	E-	D+
HCM2kAvgQ:	4	14	6	12	28	4	12	22	24	5	6	6

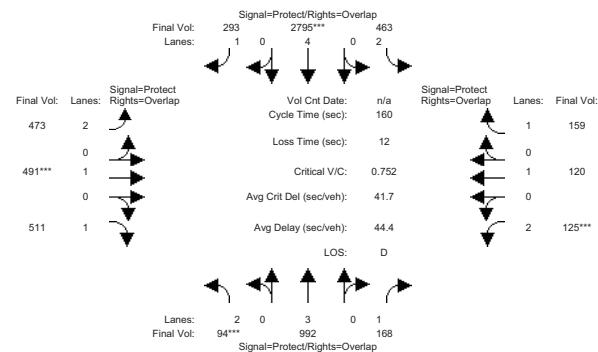
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	94	992	168	463	2795	293	473	491	511	125	120	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	992	168	463	2795	293	473	491	511	125	120	159
Added Vol:	0	0	0	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	992	168	463	2795	293	473	491	511	125	120	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	992	168	463	2795	293	473	491	511	125	120	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	992	168	463	2795	293	473	491	511	125	120	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	992	168	463	2795	293	473	491	511	125	120	159

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.10	0.15	0.37	0.17	0.15	0.26	0.29	0.04	0.06	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	46.0	54.4	38.9	77.9	122.3	44.4	54.7	61.7	8.4	18.7	57.6
Volume/Cap:	0.68	0.61	0.28	0.61	0.76	0.22	0.54	0.76	0.76	0.76	0.54	0.25
Delay/Veh:	99.4	50.8	39.7	57.3	34.8	5.7	51.5	54.7	50.4	101.8	75.8	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:	99.4	50.8	39.7	57.3	34.8	5.7	51.5	54.7	50.4	101.8	75.8	37.0
LOS by Move:	F	D	D	E+	C-	A	D-	D-	D	F	E-	D+
HCM2kAvgQ:	4	14	6	12	28	4	12	22	24	5	6	6

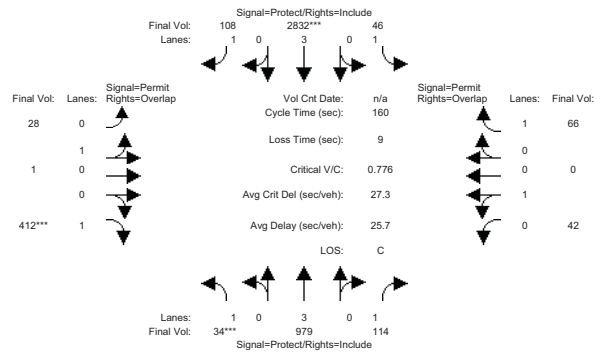
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #10: 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	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:	34	979	114	46	2832	108	28	1	412	42	0	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:	34	979	114	46	2832	108	28	1	412	42	0	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:	34	979	114	46	2832	108	28	1	412	42	0	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:	34	979	114	46	2832	108	28	1	412	42	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	979	114	46	2832	108	28	1	412	42	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	979	114	46	2832	108	28	1	412	42	0	66
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1738	62	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.07	0.03	0.50	0.06	0.02	0.02	0.24	0.02	0.00	0.04
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	88.4	88.4	22.5	104	103.9	40.1	40.1	47.1	40.1	0.0	62.6
Volume/Cap:	0.44	0.31	0.12	0.19	0.77	0.10	0.06	0.06	0.80	0.09	0.00	0.10
Delay/Veh:	92.2	19.6	17.4	62.3	21.1	10.6	45.9	45.9	64.4	46.4	0.0	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:	92.2	19.6	17.4	62.3	21.1	10.6	45.9	45.9	64.4	46.4	0.0	31.1
LOS by Move:	F	B-	B	E	C+	B+	D	D	E	D	A	C
HCM2kAvgQ:	2	8	3	2	32	2	1	1	22	2	0	2

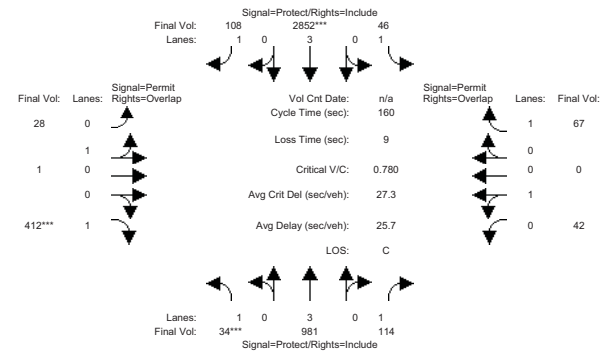
Note: Queue reported is the number of cars per lane.

COMPARE Mon Nov 02 14:34:46 2015 Page 3-38

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #10: Mathilda Ave / Indio Way



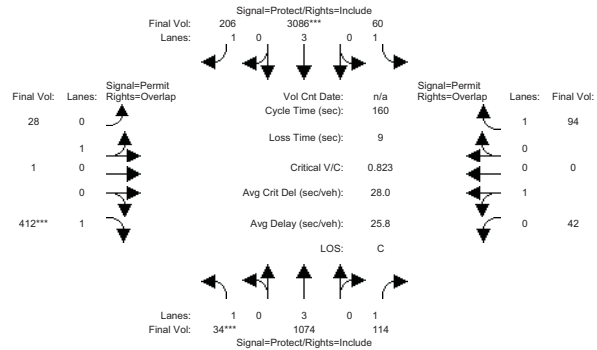
Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	981	114	46	2852	108	28	1	412	42	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:	34	981	114	46	2852	108	28	1	412	42	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:	34	981	114	46	2852	108	28	1	412	42	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:	34	981	114	46	2852	108	28	1	412	42	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	981	114	46	2852	108	28	1	412	42	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
FinalVolume:	34	981	114	46	2852	108	28	1	412	42	0	67
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1738	62	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.07	0.03	0.50	0.06	0.02	0.02	0.24	0.02	0.00	0.04
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	88.6	88.6	22.5	104	104.1	39.9	39.9	46.9	39.9	0.0	62.4
Volume/Cap:	0.44	0.31	0.12	0.19	0.77	0.09	0.06	0.06	0.80	0.09	0.00	0.10
Delay/Veh:	92.2	19.5	17.3	62.3	21.1	10.6	46.1	46.1	64.9	46.6	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	19.5	17.3	62.3	21.1	10.6	46.1	46.1	64.9	46.6	0.0	31.2
LOS by Move:	F	B-	B	E	C+	B+	D	D	E	D	A	C
HCM2kAvgQ:	2	8	3	2	33	2	1	1	22	2	0	2

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

1184 Mathilda Avenue TIA

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

Intersection #10: Mathilda Ave / Indio Way



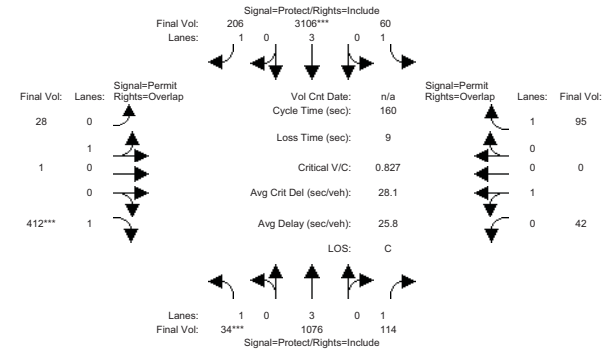
Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1074	114	60	3086	206	28	1	412	42	0	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:	34	1074	114	60	3086	206	28	1	412	42	0	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:	34	1074	114	60	3086	206	28	1	412	42	0	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:	34	1074	114	60	3086	206	28	1	412	42	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1074	114	60	3086	206	28	1	412	42	0	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:	34	1074	114	60	3086	206	28	1	412	42	0	94
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1738	62	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.07	0.03	0.54	0.12	0.02	0.02	0.24	0.02	0.00	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	92.0	92.0	21.4	106	106.3	37.7	37.7	44.7	37.7	0.0	59.0
Volume/Cap:	0.44	0.33	0.11	0.26	0.81	0.18	0.07	0.07	0.84	0.10	0.00	0.15
Delay/Veh:	92.2	18.1	15.7	64.8	21.7	10.5	47.9	47.9	70.5	48.4	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	18.1	15.7	64.8	21.7	10.5	47.9	47.9	70.5	48.4	0.0	34.2
LOS by Move:	F	B-	B	E	C+	B+	D	D	E	D	A	C-
HCM2kAvgQ:	2	9	3	3	37	4	1	1	23	2	0	3

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #10: Mathilda Ave / Indio Way



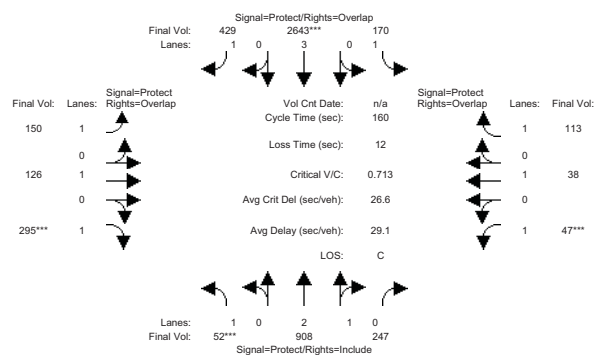
Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1076	114	60	3106	206	28	1	412	42	0	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1076	114	60	3106	206	28	1	412	42	0	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1076	114	60	3106	206	28	1	412	42	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1076	114	60	3106	206	28	1	412	42	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1076	114	60	3106	206	28	1	412	42	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1076	114	60	3106	206	28	1	412	42	0	95
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1738	62	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.07	0.03	0.54	0.12	0.02	0.02	0.24	0.02	0.00	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	92.2	92.2	21.4	107	106.5	37.5	37.5	44.5	37.5	0.0	58.8
Volume/Cap:	0.44	0.33	0.11	0.26	0.82	0.18	0.07	0.07	0.85	0.10	0.00	0.15
Delay/Veh:	92.2	18.0	15.6	64.8	21.7	10.5	48.0	48.0	71.1	48.5	0.0	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:	92.2	18.0	15.6	64.8	21.7	10.5	48.0	48.0	71.1	48.5	0.0	34.3
LOS by Move:	F	B	B	E	C+	B+	D	D	E	D	A	C-
HCM2kAvgQ:	2	9	3	3	38	4	1	1	23	2	0	3

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

1184 Mathilda Avenue TIA

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

Intersection #11: Mathilda Ave / California Ave

[illegible]

Volume Module:												
Base Vol:	52	908	247	170	2643	429	150	126	295	47	38	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:	52	908	247	170	2643	429	150	126	295	47	38	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:	52	908	247	170	2643	429	150	126	295	47	38	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:	52	908	247	170	2643	429	150	126	295	47	38	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	908	247	170	2643	429	150	126	295	47	38	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	908	247	170	2643	429	150	126	295	47	38	113

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	1.00	2.33	0.67	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4401	1197	1750	5700	1750	1750	1900	1750	1750	1900

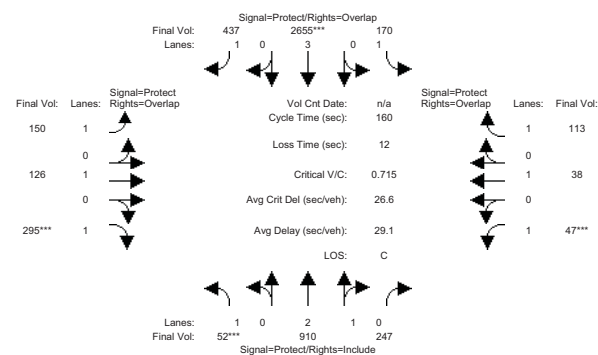
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.10	0.46	0.25	0.09	0.07	0.17	0.03	0.02	0.06
Crit Moves:	****			****					****	****		
Green Time:	7.0	76.5	76.5	36.0	106	126.1	20.5	28.4	35.4	7.0	14.9	51.0
Volume/Cap:	0.68	0.43	0.43	0.43	0.70	0.31	0.67	0.37	0.76	0.61	0.21	0.20
Delay/Veh:	114.5	27.9	27.9	56.6	18.4	5.4	81.3	61.1	71.5	106.8	69.8	40.5
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:	114.5	27.9	27.9	56.6	18.4	5.4	81.3	61.1	71.5	106.8	69.8	40.5
LOS by Move:	F	C	C	E+	B-	A	F	E	E	F	E	D
HCM2Kav0:	4	12	12	8	27	6	9	6	16	3	2	

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #11: Mathilda Ave / California Ave

[illegible]

Volume Module:												
Base Vol:	52	910	247	170	2655	437	150	126	295	47	38	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:	52	910	247	170	2655	437	150	126	295	47	38	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:	52	910	247	170	2655	437	150	126	295	47	38	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:	52	910	247	170	2655	437	150	126	295	47	38	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	910	247	170	2655	437	150	126	295	47	38	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	910	247	170	2655	437	150	126	295	47	38	113

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	1.00	2.34	0.66	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4403	1195	1750	5700	1750	1750	1900	1750	1750	1900

Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.10	0.47	0.25	0.09	0.07	0.17	0.03	0.02	0.06
Crit Moves:	****			****					****	****		
Green Time:	7.0	76.7	76.7	36.0	106	126.1	20.4	28.3	35.3	7.0	14.9	50.9
Volume/Cap:	0.68	0.43	0.43	0.43	0.71	0.32	0.67	0.37	0.76	0.61	0.21	0.20
Delay/Veh:	114.5	27.9	27.9	56.6	18.4	5.4	81.5	61.2	71.8	106.8	69.9	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:	114.5	27.9	27.9	56.6	18.4	5.4	81.5	61.2	71.8	106.8	69.9	40.6
LOS by Move:	F	C	C	E+	B-	A	F	E	E	F	E	D
HCM2kAvgQ:	4	12	12	8	27	6	9	6	16	3	2	

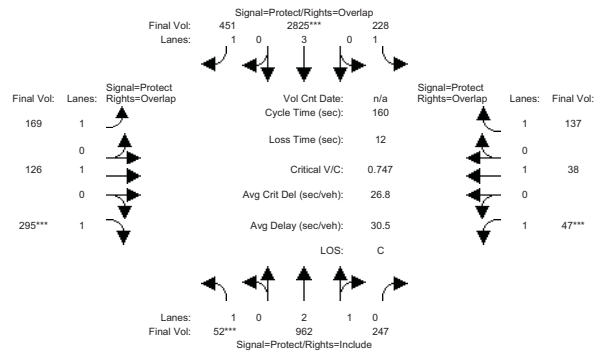
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #11: Mathilda Ave / California Ave



Street Name:	Mathilda Ave					California Ave				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	52	962	247	228	2825	451	169	126	295	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	962	247	228	2825	451	169	126	295	47
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	962	247	228	2825	451	169	126	295	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	962	247	228	2825	451	169	126	295	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	962	247	228	2825	451	169	126	295	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	962	247	228	2825	451	169	126	295	47

Saturation Flow Module:										
Sat/Lane:	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
Lanes:	1.00	2.36	0.64	1.00	3.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4456	1144	1750	5700	1750	1750	1900	1750	1750

Capacity Analysis Module:										
Vol/Sat:	0.03	0.22	0.22	0.13	0.50	0.26	0.10	0.07	0.17	0.03
Crit Moves:	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	71.1	71.1	42.9	107	127.7	20.6	27.0	34.0	7.0
Volume/Cap:	0.68	0.49	0.49	0.49	0.74	0.32	0.75	0.39	0.79	0.61
Delay/Veh:	114.5	32.2	32.2	52.8	18.7	5.0	87.4	62.8	75.7	106.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.5	32.2	32.2	52.8	18.7	5.0	87.4	62.8	75.7	106.8
LOS by Move:	F	C-	C-	D-	B-	A	F	E	E-	F
HCM2kAvgQ:	4	14	14	10	30	6	10	6	16	3

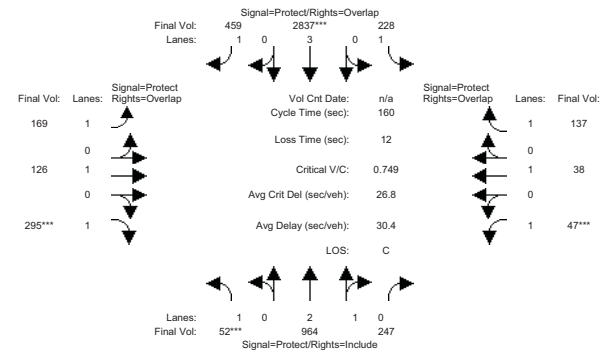
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #11: Mathilda Ave / California Ave



Street Name:	Mathilda Ave					California Ave				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	52	964	247	228	2837	459	169	126	295	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	964	247	228	2837	459	169	126	295	47
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	964	247	228	2837	459	169	126	295	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	964	247	228	2837	459	169	126	295	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	964	247	228	2837	459	169	126	295	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	964	247	228	2837	459	169	126	295	47

Saturation Flow Module:										
Sat/Lane:	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
Lanes:	1.00	2.37	0.63	1.00	3.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4456	1142	1750	5700	1750	1750	1900	1750	1750

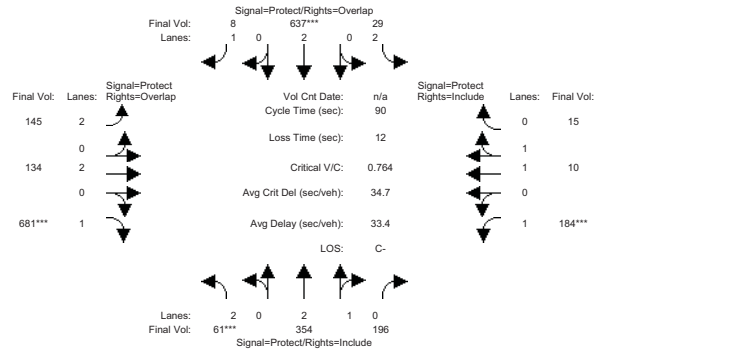
Capacity Analysis Module:										
Vol/Sat:	0.03	0.22	0.22	0.13	0.50	0.26	0.10	0.07	0.17	0.03
Crit Moves:	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	71.2	71.2	42.9	107	127.7	20.6	26.9	33.9	7.0
Volume/Cap:	0.68	0.49	0.49	0.49	0.74	0.33	0.75	0.39	0.80	0.61
Delay/Veh:	114.5	32.1	32.1	52.8	18.7	5.1	87.7	63.0	76.0	106.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.5	32.1	32.1	52.8	18.7	5.1	87.7	63.0	76.0	106.8
LOS by Move:	F	C-	C-	D-	B-	A	F	E	E-	F
HCM2kAvgQ:	4	14	14	10	30	7	10	6	17	3

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

1184 Mathilda Avenue TIA

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

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda Ave					Java Dr				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	61	354	196	29	637	8	145	134	681	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	354	196	29	637	8	145	134	681	184
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	354	196	29	637	8	145	134	681	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	354	196	29	637	8	145	134	681	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	354	196	29	637	8	145	134	681	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	354	196	29	637	8	145	134	681	184

Saturation Flow Module:										
Sat/Lane:	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
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	1750

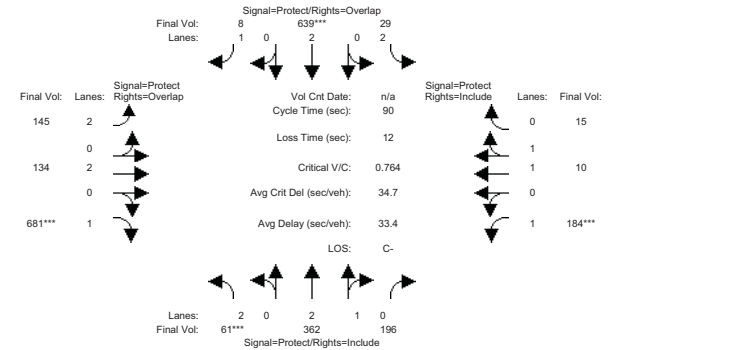
Capacity Analysis Module:										
Vol/Sat:	0.02	0.09	0.11	0.01	0.17	0.00	0.05	0.04	0.39	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	16.2	16.2	11.2	20.4	41.2	20.8	37.8	44.8	12.8
Volume/Cap:	0.25	0.52	0.62	0.07	0.74	0.01	0.20	0.08	0.78	0.74
Delay/Veh:	41.4	35.2	37.4	35.2	38.0	13.3	28.5	15.8	25.4	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	35.2	37.4	35.2	38.0	13.3	28.5	15.8	25.4	54.9
LOS by Move:	D	D+	D+	D+	D+	B	C	B	C	D-
HCM2kAvgQ:	1	5	6	0	10	0	2	1	18	7

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda Ave					Java Dr				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	61	362	196	29	639	8	145	134	681	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	362	196	29	639	8	145	134	681	184
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	362	196	29	639	8	145	134	681	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	362	196	29	639	8	145	134	681	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	362	196	29	639	8	145	134	681	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	362	196	29	639	8	145	134	681	184

Saturation Flow Module:										
Sat/Lane:	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
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	1750

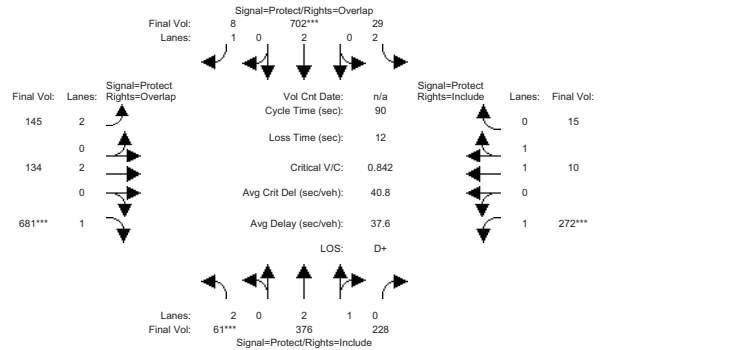
Capacity Analysis Module:										
Vol/Sat:	0.02	0.10	0.11	0.01	0.17	0.00	0.05	0.04	0.39	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	16.2	16.2	11.2	20.4	41.2	20.8	37.8	44.8	12.8
Volume/Cap:	0.25	0.53	0.62	0.07	0.74	0.01	0.20	0.08	0.78	0.74
Delay/Veh:	41.4	35.4	37.3	35.1	38.0	13.3	28.5	15.8	25.5	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	35.4	37.3	35.1	38.0	13.3	28.5	15.8	25.5	55.0
LOS by Move:	D	D+	D+	D+	D+	B	C	B	C	E+
HCM2kAvgQ:	1	5	6	0	10	0	2	1	18	7

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

1184 Mathilda Avenue TIA

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

Intersection #12: Mathilda Ave / Java Dr



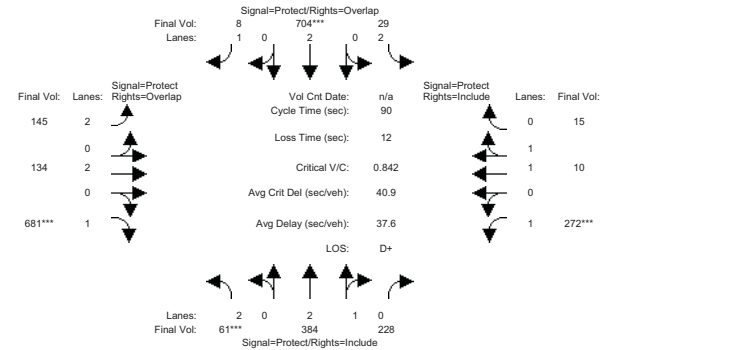
Street Name:	Mathilda Ave					Java Dr				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	61	376	228	29	702	8	145	134	681	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	376	228	29	702	8	145	134	681	272
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	376	228	29	702	8	145	134	681	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	376	228	29	702	8	145	134	681	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	376	228	29	702	8	145	134	681	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	376	228	29	702	8	145	134	681	272
Saturation Flow Module:										
Sat/Lane:	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	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	1750
Capacity Analysis Module:										
Vol/Sat:	0.02	0.10	0.13	0.01	0.19	0.00	0.05	0.04	0.39	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	17.0	17.0	10.1	20.1	41.1	20.9	33.9	40.9	16.9
Volume/Cap:	0.25	0.52	0.69	0.08	0.83	0.01	0.20	0.09	0.86	0.83
Delay/Veh:	41.4	34.6	38.5	36.2	42.3	13.4	28.4	18.2	33.3	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	34.6	38.5	36.2	42.3	13.4	28.4	18.2	33.3	55.7
LOS by Move:	D	C-	D+	D+	D	B	C	B-	C-	E+
HCM2kAvgQ:	1	5	8	0	12	0	2	1	21	10

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #12: Mathilda Ave / Java Dr



Street Name:	Mathilda Ave					Java Dr				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	61	384	228	29	704	8	145	134	681	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	384	228	29	704	8	145	134	681	272
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	384	228	29	704	8	145	134	681	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	384	228	29	704	8	145	134	681	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	384	228	29	704	8	145	134	681	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	384	228	29	704	8	145	134	681	272
Saturation Flow Module:										
Sat/Lane:	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	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	1750
Capacity Analysis Module:										
Vol/Sat:	0.02	0.10	0.13	0.01	0.19	0.00	0.05	0.04	0.39	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	17.0	17.0	10.2	20.2	41.1	20.9	33.9	40.9	16.9
Volume/Cap:	0.25	0.53	0.69	0.08	0.83	0.01	0.20	0.09	0.86	0.83
Delay/Veh:	41.4	34.7	38.4	36.2	42.3	13.4	28.4	18.3	33.4	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	34.7	38.4	36.2	42.3	13.4	28.4	18.3	33.4	55.7
LOS by Move:	D	C-	D+	D+	D	B	C	B-	C-	E+
HCM2kAvgQ:	1	5	8	0	12	0	2	1	21	10

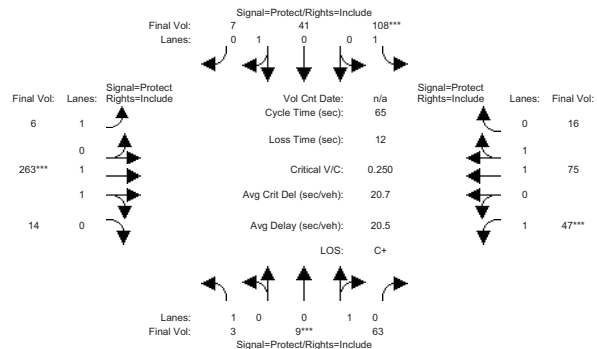
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	3	9	63	108	41	7	6	263	14	47	75	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	9	63	108	41	7	6	263	14	47	75	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	63	108	41	7	6	263	14	47	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	9	63	108	41	7	6	263	14	47	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	63	108	41	7	6	263	14	47	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	9	63	108	41	7	6	263	14	47	75	16

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	0.13	0.87	1.00	0.85	0.15	1.00	1.90	0.10	1.00	1.64	0.36
Final Sat.:	1750	225	1575	1750	1537	262	1750	3513	187	1750	3049	650

Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.06	0.03	0.03	0.00	0.07	0.07	0.03	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.9	10.4	10.4	16.1	15.6	15.6	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.01	0.25	0.25	0.25	0.11	0.11	0.02	0.25	0.25	0.25	0.10	0.10
Delay/Veh:	22.6	26.0	26.0	21.0	19.8	19.8	22.7	17.8	17.8	29.7	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:	22.6	26.0	26.0	21.0	19.8	19.8	22.7	17.8	17.8	29.7	19.5	19.5
LOS by Move:	C+	C	C	C+	B-	B-	C+	B	B	C	B-	B-
HCM2kAvgQ:	0	2	2	2	1	1	0	2	2	1	1	1

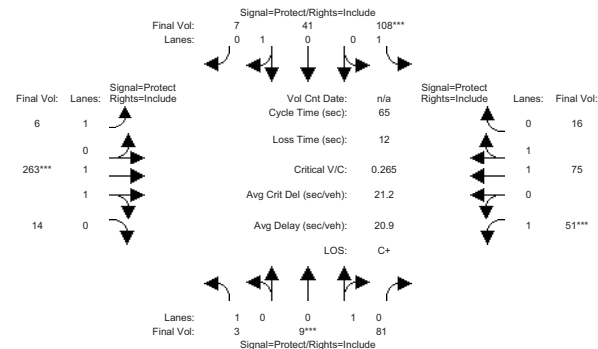
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	3	9	81	108	41	7	6	263	14	51	75	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	9	81	108	41	7	6	263	14	51	75	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	81	108	41	7	6	263	14	51	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	9	81	108	41	7	6	263	14	51	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	81	108	41	7	6	263	14	51	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	9	81	108	41	7	6	263	14	51	75	16

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	0.10	0.90	1.00	0.85	0.15	1.00	1.90	0.10	1.00	1.64	0.36
Final Sat.:	1750	180	1620	1750	1537	262	1750	3513	187	1750	3049	650

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.03	0.03	0.00	0.07	0.07	0.03	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.9	10.4	10.4	16.1	15.6	15.6	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.01	0.31	0.31	0.25	0.11	0.11	0.02	0.25	0.25	0.27	0.10	0.10
Delay/Veh:	22.6	27.0	27.0	21.0	19.8	19.8	22.7	17.8	17.8	30.2	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:	22.6	27.0	27.0	21.0	19.8	19.8	22.7	17.8	17.8	30.2	19.5	19.5
LOS by Move:	C+	C	C	C+	B-	B-	C+	B	B	C	B-	B-
HCM2kAvgQ:	0	2	2	2	1	1	0	2	2	1	1	1

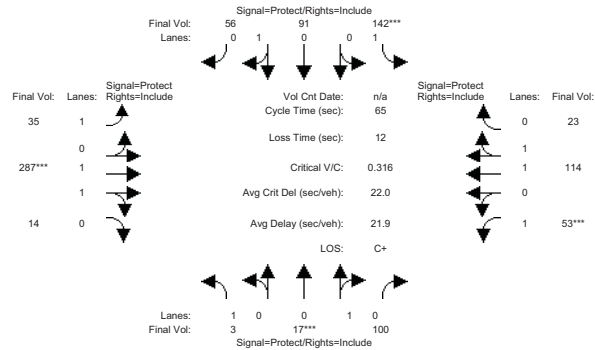
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	3	17	100	142	91	56	35	287	14	53	114	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:	3	17	100	142	91	56	35	287	14	53	114	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:	3	17	100	142	91	56	35	287	14	53	114	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:	3	17	100	142	91	56	35	287	14	53	114	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	17	100	142	91	56	35	287	14	53	114	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	17	100	142	91	56	35	287	14	53	114	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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.15	0.85	1.00	0.62	0.38	1.00	1.90	0.10	1.00	1.65	0.35
Final Sat.:	1750	262	1538	1750	1114	686	1750	3528	172	1750	3078	621

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.08	0.08	0.08	0.02	0.08	0.08	0.03	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.9	10.4	10.4	16.1	15.6	15.6	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.01	0.41	0.41	0.33	0.34	0.34	0.12	0.27	0.27	0.28	0.15	0.15
Delay/Veh:	22.6	28.7	28.7	22.0	22.6	22.6	23.8	17.9	17.9	30.4	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	28.7	28.7	22.0	22.6	22.6	23.8	17.9	17.9	30.4	19.9	19.9
LOS by Move:	C+	C	C	C+	C+	C+	C	B	B	C	B-	B-
HCM2kAvgQ:	0	3	3	3	3	3	1	2	2	1	1	1

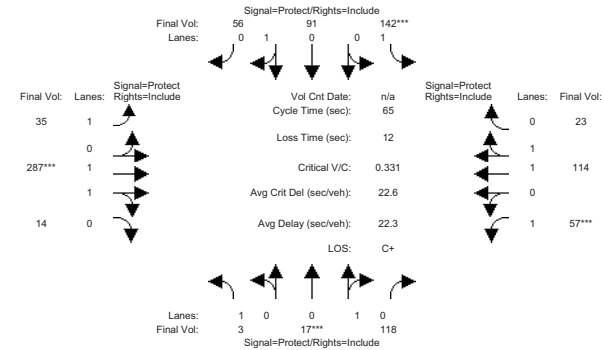
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	3	17	118	142	91	56	35	287	14	57	114	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:	3	17	118	142	91	56	35	287	14	57	114	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:	3	17	118	142	91	56	35	287	14	57	114	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:	3	17	118	142	91	56	35	287	14	57	114	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	17	118	142	91	56	35	287	14	57	114	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	17	118	142	91	56	35	287	14	57	114	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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	1.00	0.62	0.38	1.00	1.90	0.10	1.00	1.65	0.35
Final Sat.:	1750	227	1573	1750	1114	686	1750	3528	172	1750	3078	621

Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.08	0.08	0.02	0.08	0.08	0.03	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.9	10.4	10.4	16.1	15.6	15.6	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.01	0.47	0.47	0.33	0.34	0.34	0.12	0.27	0.27	0.30	0.15	0.15
Delay/Veh:	22.6	30.2	30.2	22.0	22.6	22.6	23.8	17.9	17.9	30.8	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	30.2	30.2	22.0	22.6	22.6	23.8	17.9	17.9	30.8	19.9	19.9
LOS by Move:	C+	C	C	C+	C+	C+	C	B	B	C	B-	B-
HCM2kAvgQ:	0	3	3	3	3	3	1	2	2	1	1	1

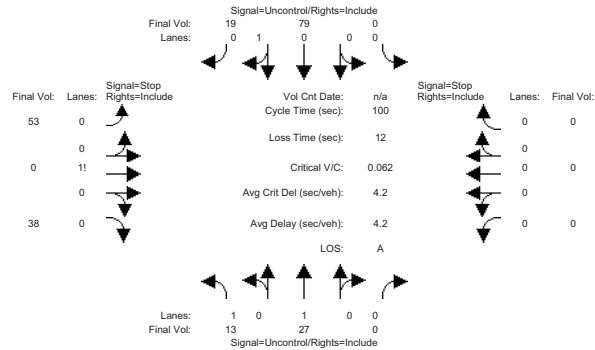
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #14: 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:												
Base Vol:	13	27	0	0	79	19	53	0	38	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:	13	27	0	0	79	19	53	0	38	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:	13	27	0	0	79	19	53	0	38	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:	13	27	0	0	79	19	53	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	27	0	0	79	19	53	0	38	0	0	0
----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	98	xxxx	xxxxx	xxxxx	xxxx	xxxxx	142	142	89	xxxx	xxxx	xxxxx
Potent Cap.:	1508	xxxx	xxxxx	xxxxx	xxxx	xxxxx	856	753	975	xxxx	xxxx	xxxxx
Move Cap.:	1508	xxxx	xxxxx	xxxxx	xxxx	xxxxx	850	747	975	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.06	0.00	0.04	xxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	898	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	xxxx	A	xxxx	*	*	xxxx
ApproachDel:	xxxxxx			xxxxxx			9.5		xxxxxx			
ApproachLOS:	*			*			A		*			

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 Bordeaux Dr / 5th Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	13	27	0	0	79	19	53	0	38	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=91]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=229]
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 #14 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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	13	27	0		0	79	19		53	0	38		0	0	0	
Major Street Volume:					138											
Minor Approach Volume:					91											
Minor Approach Volume Threshold:					967											

SIGNAL WARRANT DISCLAIMER

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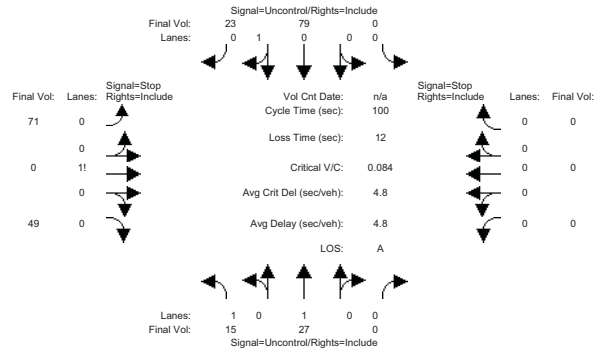
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exit+Proj PM

Intersection #14: 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:												
Base Vol:	15	27	0	0	79	23	71	0	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	27	0	0	79	23	71	0	49	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:	15	27	0	0	79	23	71	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	27	0	0	79	23	71	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	27	0	0	79	23	71	0	49	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:	102	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	148	148	91	xxxx	xxxx	xxxxxx
Potent Cap.:	1503	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	849	748	973	xxxx	xxxx	xxxxxx
Move Cap.:	1503	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	843	740	973	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.08	0.00	0.05	xxxx	xxxx	xxxxxx
----- ----- ----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.0	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	7.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	892	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			9.7		xxxxxxx		
ApproachLOS:	*				*			A		*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 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	1	0	0	0	0	0
Initial Vol:	15	27	0	0	79	23	71	0	49	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		

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=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=264]

FAIL - Total volume less than 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

***** Intersection #14 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	1	0	0	0	0	0
Initial Vol:	15	27	0	0	79	23	71	0	49	0	0	0
Major Street Volume:							144					
Minor Approach Volume:							120					
Minor Approach Volume Threshold:							952					

SIGNAL WARRANT DISCLAIMER

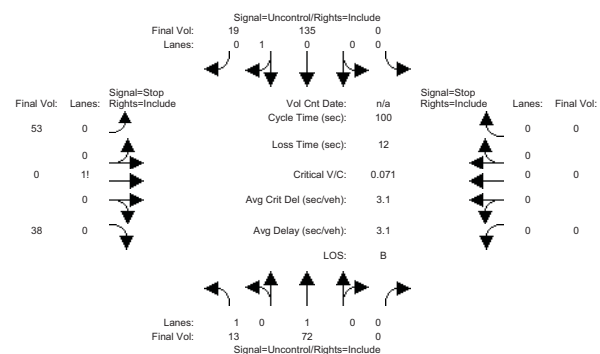
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back PM

Intersection #14: 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:

Base Vol:	13	72	0	0	135	19	53	0	38	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:	13	72	0	0	135	19	53	0	38	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:	13	72	0	0	135	19	53	0	38	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:	13	72	0	0	135	19	53	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	72	0	0	135	19	53	0	38	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	154	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	243	243	145	xxxx	xxxxx	xxxxx
Potent Cap.:	1439	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	750	663	908	xxxx	xxxxx	xxxxx
Move Cap.:	1439	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	745	657	908	xxxx	xxxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.07	0.00	0.04	xxxx	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
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	xxxxx	xxxxx	xxxxx	xxxxx	805	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #14 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:	13 72 0	0 135 19	53 0 38	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.0	xxxxxx

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=91]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=330]

FAIL - Total volume less than 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

***** Intersection #14 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:	13 72 0	0 135 19	53 0 38	0 0 0 0

Major Street Volume: 239

Minor Approach Volume: 91

Minor Approach Volume Threshold: 778

SIGNAL WARRANT DISCLAIMER

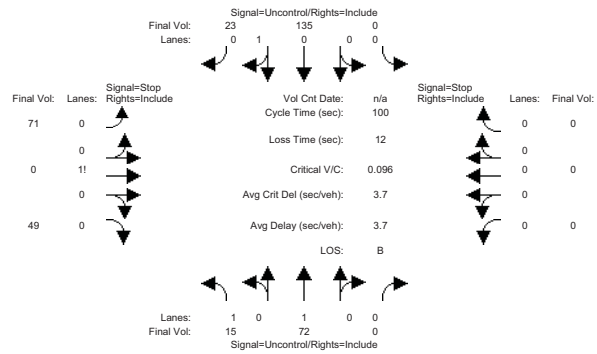
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back+Proj PM

Intersection #14: 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:												
Base Vol:	15	72	0	0	135	23	71	0	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	72	0	0	135	23	71	0	49	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:	15	72	0	0	135	23	71	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	72	0	0	135	23	71	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	72	0	0	135	23	71	0	49	0	0	0
----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	158	xxxx	xxxxx	xxxxx	xxxx	xxxxx	249	249	147	xxxx	xxxx	xxxxx
Potent Cap.:	1434	xxxx	xxxxx	xxxxx	xxxx	xxxxx	744	658	906	xxxx	xxxx	xxxxx
Move Cap.:	1434	xxxx	xxxxx	xxxxx	xxxx	xxxxx	738	651	906	xxxx	xxxx	xxxxx
Volume/Cap.:	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.10	0.00	0.05	xxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	799	xxxxxx	xxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	10.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			10.3			xxxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 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	1	0	0	1	0	0	0
Initial Vol:	15	72	0	0	135	23	71	0	49	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		
----- ----- ----- ----- -----												
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=120]												
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.												
Signal Warrant Rule #3: [approach count=3][total volume=365]												
FAIL - Total volume less than 650 for intersection												
with less than four approaches.												

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Bordeaux Dr / 5th Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0
Initial Vol:		15	72	0	0	135	23	71	0	49	0	0	0
Major Street Volume:		245											
Minor Approach Volume:		120											
Minor Approach Volume Threshold:		769											

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).

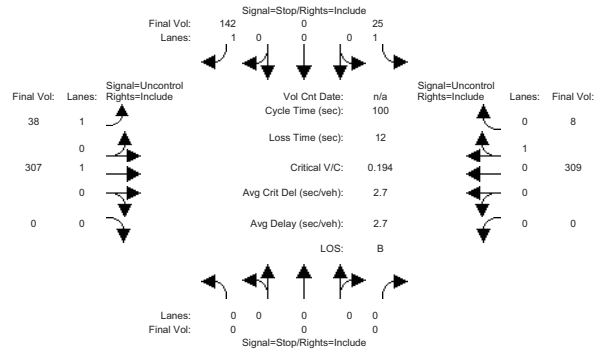
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:

Base Vol:	0	0	0	25	0	142	38	307	0	0	309	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:	0	0	0	25	0	142	38	307	0	0	309	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:	0	0	0	25	0	142	38	307	0	0	309	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:	0	0	0	25	0	142	38	307	0	0	309	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	25	0	142	38	307	0	0	309	8

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	696	xxxx	313	317	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	411	xxxx	732	1255	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	401	xxxx	732	1255	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.19	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.7	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.6	xxxx	11.1	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	B	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	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

Traffic 8.0.0715

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Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 0 25 0 142 38 307 0 0 309 8
ApproachDel: xxxxxx 11.6 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=829]
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 #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 0 25 0 142 38 307 0 0 309 8

Major Street Volume: 662
Minor Approach Volume: 167
Minor Approach Volume Threshold: 551

SIGNAL WARRANT DISCLAIMER

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Traffic 8.0.0715

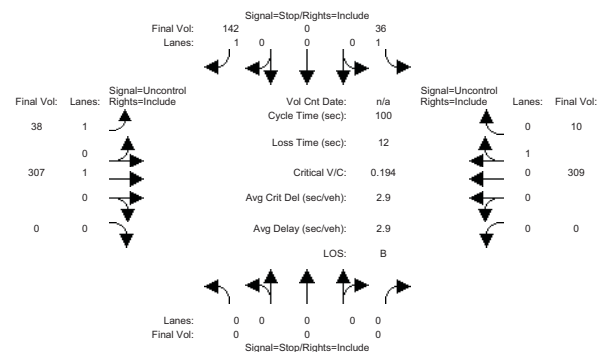
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exit+Proj PM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:
Base Vol: 0 0 0 36 0 142 38 307 0 0 309 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: 0 0 0 36 0 142 38 307 0 0 309 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: 0 0 0 36 0 142 38 307 0 0 309 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: 0 0 0 36 0 142 38 307 0 0 309 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 36 0 142 38 307 0 0 309 10

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 697 xxxx 314 319 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 410 xxxx 731 1252 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 401 xxxx 731 1252 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx 0.09 xxxx 0.19 0.03 xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx 0.7 0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 14.9 xxxx 11.1 8.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * B A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: xxxxxx 11.9 xxxxxx xxxxxx
ApproachLOS: * B * *
Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 36 0 142 38 307 0 0 309 10
ApproachDel: xxxxxx 11.9 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=178]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=842]
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 #15 Bordeaux Dr / 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 Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 36 0 142 38 307 0 0 309 10

Major Street Volume: 664
Minor Approach Volume: 178
Minor Approach Volume Threshold: 550

SIGNAL WARRANT DISCLAIMER

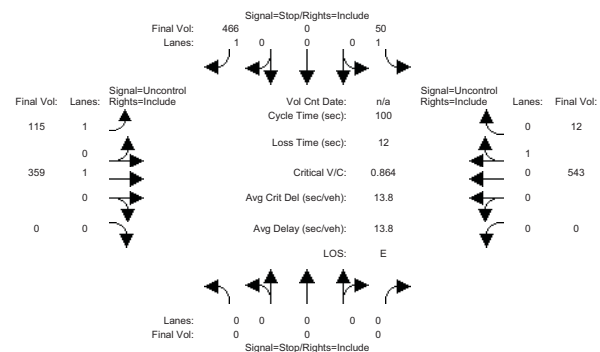
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back PM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name:	Bordeaux Dr						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
----- ----- ----- -----												
Volume Module:												
Base Vol:	0	0	0	50	0	466	115	359	0	0	543	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	466	115	359	0	0	543	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	466	115	359	0	0	543	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	466	115	359	0	0	543	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	466	115	359	0	0	543	12
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:xxxxx xxxx xxxxx				6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx xxxx xxxxx				3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol: xxxxx xxxx xxxxx				1138	xxxx	549	555	xxxx	xxxxx	xxxx	xxxx	xxxxxx
Potent Cap.: xxxxx xxxx xxxxx				225	xxxx	539	1026	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.: xxxxx xxxx xxxxx				206	xxxx	539	1026	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap: xxxxx xxxx xxxxx				0.24	xxxx	0.86	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ: xxxxx xxxx xxxxx				0.9	xxxx	9.4	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:xxxxxx xxxx xxxxx				28.1	xxxx	40.5	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move: * * * * *				D	* * E	A	* * * * *					
Movement: LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				
Shared Cap.: xxxxx xxxx xxxxx				xxxxx xxxxx xxxxx				xxxxx xxxxx xxxxx				
SharedQueue:xxxxxx xxxx xxxxx				xxxxxx xxxxx xxxxx				xxxxxx xxxxx xxxxx				
Shrd ConDel:xxxxxx xxxx xxxxx				xxxxxx xxxxx xxxxx				xxxxxx xxxxx xxxxx				
Shared LOS: * * * * *				* * * * *				* * * * *				
ApproachDel: xxxxxx				39.3				xxxxxxx				
ApproachLOS: *				E				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr
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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	1	1	0	1	0	0	0	1	0
Initial Vol:	0	0	0	0	50	0	466		115	359	0		0	543	12	
ApproachDel:	xxxxxx				39.3				xxxxxx				xxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=516]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1545]

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 #15 Bordeaux Dr / Moffett Park Dr
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			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	0	1
Initial Vol:	0	0	0	50	0	466	115	359	0	0	543	12

Major Street Volume: 1029

Minor Approach Volume: 516

Minor Approach Volume Threshold: 362

SIGNAL WARRANT DISCLAIMER

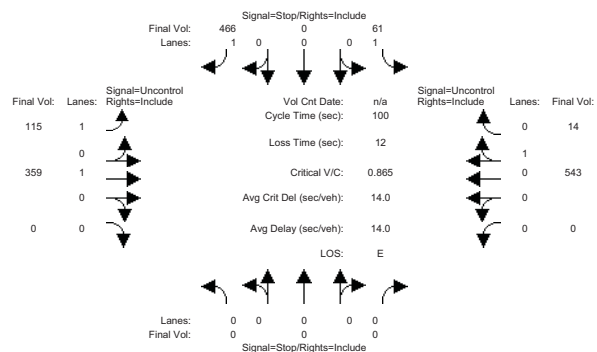
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Back+Proj PM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name:	Bordeaux Dr						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
----- ----- ----- -----												
Volume Module:												
Base Vol:	0	0	0	61	0	466	115	359	0	0	543	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	466	115	359	0	0	543	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	0	466	115	359	0	0	543	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	466	115	359	0	0	543	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	61	0	466	115	359	0	0	543	14
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:xxxxxx	xxxx	xxxxxx	xxxxxx	6.4	xxxxx	6.2	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
FollowUpTim:xxxxxx	xxxxx	xxxxxx	xxxxxx	3.5	xxxxx	3.3	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	1139	xxxxx	550	557	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	225	xxxxx	539	1024	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	205	xxxxx	539	1024	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	0.30	xxxxx	0.87	0.11	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	1.2	xxxxx	9.4	0.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	xxxxxx	xxxxxx	xxxxxx	29.8	xxxxx	40.7	9.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	*	*	*	D	*	E	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			39.4			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	1	1	0	1	0	0	0	1	0
Initial Vol:	0	0	0	0	61	0	466		115	359	0		0	543	14	
ApproachDel:	xxxxxx				39.4				xxxxxx				xxxxxx			
----- ----- ----- ----- -----																
Approach[southbound][lanes=2][control=Stop Sign]																
Signal Warrant Rule #1: [vehicle-hours=5.8]																
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.																
Signal Warrant Rule #2: [approach volume=527]																
SUCCEED - Approach volume >= 150 for two or more lane approach.																
Signal Warrant Rule #3: [approach count=3][total volume=1558]																
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 #15 Bordeaux Dr / Moffett Park Dr

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	0	1
Initial Vol:	0	0	0	61	0	466	115	359	0	0	543	14
Major Street Volume:				1031								
Minor Approach Volume:				527								
Minor Approach Volume Threshold:				361								

SIGNAL WARRANT DISCLAIMER

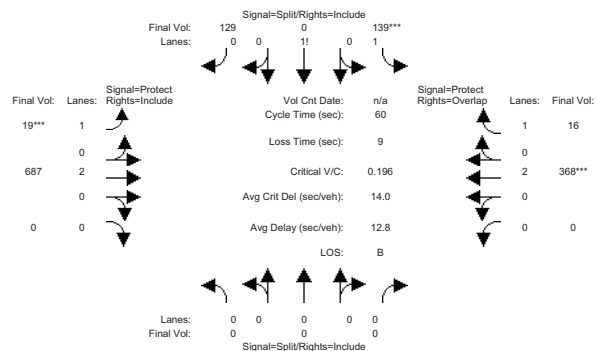
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1184 Mathilda Avenue TIA

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

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	139	0	129	19	687	0	0	368	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	139	0	129	19	687	0	0	368	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	129	19	687	0	0	368	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	139	0	129	19	687	0	0	368	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	129	19	687	0	0	368	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	139	0	129	19	687	0	0	368	16

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	1.35	0.00	0.65	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	0	0	2363	0	1137	1750	3800	0	0	3800

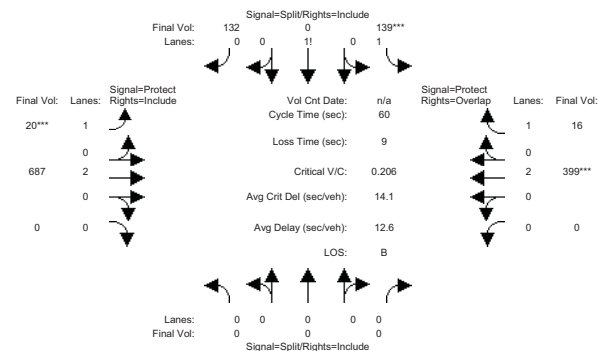
Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.11	0.01	0.18	0.00	0.00	0.10
Crit Moves:	0.00	0.00	0.00	0.06	0.00	0.11	0.01	0.18	0.00	0.00	0.10
Green Time:	0.0	0.0	0.0	23.7	0.0	23.7	7.0	27.3	0.0	0.0	20.3
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.29	0.09	0.40	0.00	0.00	0.29
Delay/Veh:	0.0	0.0	0.0	11.8	0.0	13.1	24.6	11.6	0.0	0.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.8	0.0	13.1	24.6	11.6	0.0	0.0	15.1
LOS by Move:	A	A	A	B+	A	B	C	B+	A	A	B
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	0	3

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	139	0	132	20	687	0	0	399	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	139	0	132	20	687	0	0	399	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	132	20	687	0	0	399	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	139	0	132	20	687	0	0	399	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	132	20	687	0	0	399	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	139	0	132	20	687	0	0	399	16

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	1.34	0.00	0.66	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	0	0	2354	0	1146	1750	3800	0	0	3800

Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.12	0.01	0.18	0.00	0.00	0.11
Crit Moves:	0.00	0.00	0.00	0.06	0.00	0.12	0.01	0.18	0.00	0.00	0.11
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	7.0	28.0	0.0	0.0	21.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.30	0.10	0.39	0.00	0.00	0.30
Delay/Veh:	0.0	0.0	0.0	12.3	0.0	13.7	24.6	11.1	0.0	0.0	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	0.0	13.7	24.6	11.1	0.0	0.0	14.8
LOS by Move:	A	A	A	B	A	B	C	B+	A	A	B
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	0	3

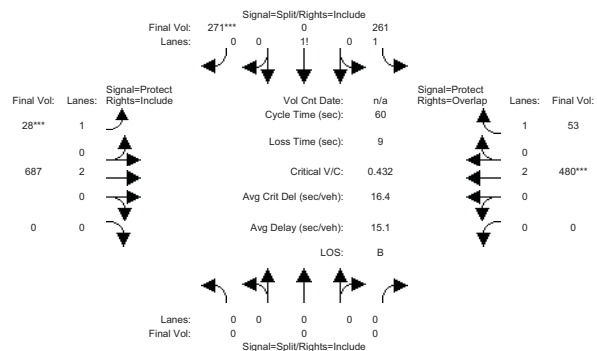
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	261	0	271	28	687	0	0	480	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	261	0	271	28	687	0	0	480	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	261	0	271	28	687	0	0	480	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	261	0	271	28	687	0	0	480	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	271	28	687	0	0	480	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	261	0	271	28	687	0	0	480	53

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	1.33	0.00	0.67	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	0	0	2330	0	1204	1750	3800	0	0	3800

Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.23	0.02	0.18	0.00	0.00	0.13
Crit Moves:	0.00	0.00	0.00	0.11	0.00	0.23	0.02	0.18	0.00	0.00	0.13
Green Time:	0.0	0.0	0.0	28.2	0.0	28.2	7.0	22.8	0.0	0.0	15.8
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.48	0.14	0.48	0.00	0.00	0.48
Delay/Veh:	0.0	0.0	0.0	9.8	0.0	12.4	25.2	15.2	0.0	0.0	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
AdjDel/Veh:	0.0	0.0	0.0	9.8	0.0	12.4	25.2	15.2	0.0	0.0	20.3
LOS by Move:	A	A	A	A	A	B	C	B	A	A	C+
HCM2kAvgQ:	0	0	0	2	0	6	1	5	0	0	4

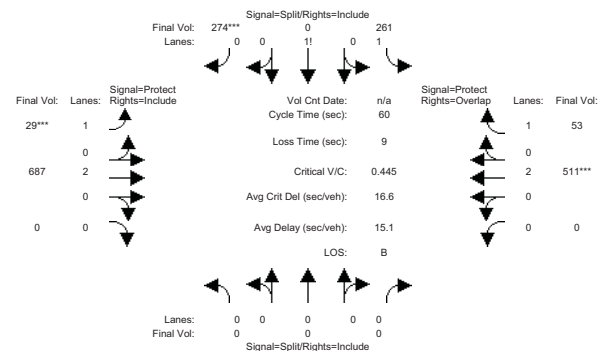
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	261	0	274	29	687	0	0	511	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	261	0	274	29	687	0	0	511	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	261	0	274	29	687	0	0	511	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	261	0	274	29	687	0	0	511	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	274	29	687	0	0	511	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	261	0	274	29	687	0	0	511	53

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	1.33	0.00	0.67	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	0	0	2325	0	1208	1750	3800	0	0	3800

Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.23	0.02	0.18	0.00	0.00	0.13
Crit Moves:	0.00	0.00	0.00	0.11	0.00	0.23	0.02	0.18	0.00	0.00	0.13
Green Time:	0.0	0.0	0.0	27.6	0.0	27.6	7.0	23.4	0.0	0.0	16.4
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.49	0.14	0.46	0.00	0.00	0.49
Delay/Veh:	0.0	0.0	0.0	10.1	0.0	12.9	25.3	14.7	0.0	0.0	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
AdjDel/Veh:	0.0	0.0	0.0	10.1	0.0	12.9	25.3	14.7	0.0	0.0	20.0
LOS by Move:	A	A	A	B+	A	B	C	B	A	A	B-
HCM2kAvgQ:	0	0	0	2	0	6	1	5	0	0	5

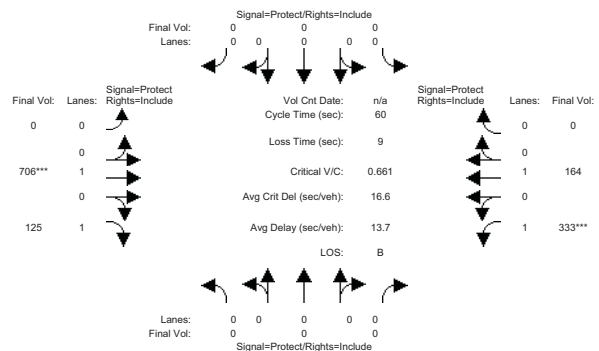
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp					Moffett Park Dr				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	0	0	0	0	0	0	0	10	10	7
Y+R:	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	0	0	0	0	0	706	125	333	164
Growth Adj:	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	706	125	333	164
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	706	125	333	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	706	125	333	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	706	125	333	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	706	125	333	164
Saturation Flow Module:										
Sat/Lane:	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	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	1900	1750	1750	1900
Capacity Analysis Module:										
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.07	0.19	0.09
Crit Moves:										
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	33.7	33.7	17.3	51.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.10	0.68	0.10
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	12.4	6.5	25.5	0.9
User DelAdj:	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	12.4	6.5	25.5	0.9
LOS by Move:	A	A	A	A	A	A	B	A	C	A
HCM2kAvgQ:	0	0	0	0	0	0	10	1	7	1

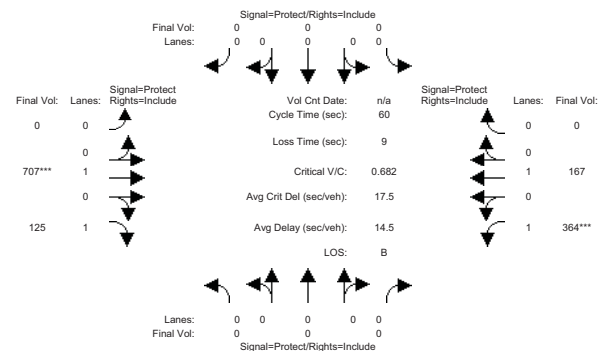
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Proj PM

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp					Moffett Park Dr				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	0	0	0	0	0	0	0	10	10	7
Y+R:	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	0	0	0	0	0	707	125	364	167
Growth Adj:	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	707	125	364	167
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	707	125	364	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	707	125	364	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	707	125	364	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	707	125	364	167
Saturation Flow Module:										
Sat/Lane:	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	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	1900	1750	1750	1900
Capacity Analysis Module:										
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.07	0.21	0.09
Crit Moves:										
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	32.7	32.7	18.3	51.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.13	0.68	0.10
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	13.5	7.0	25.2	0.9
User DelAdj:	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	13.5	7.0	25.2	0.9
LOS by Move:	A	A	A	A	A	A	B	A	C	A
HCM2kAvgQ:	0	0	0	0	0	0	11	1	8	1

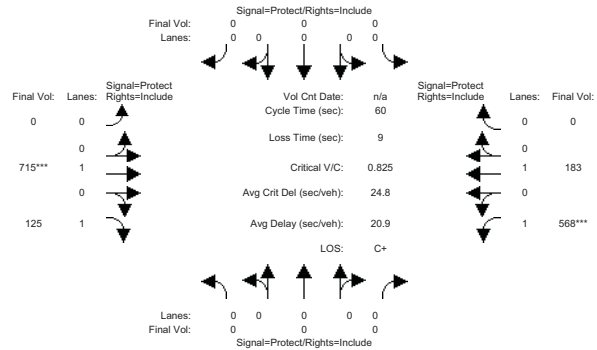
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	715	125	568	183	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	715	125	568	183	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	715	125	568	183	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	715	125	568	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	715	125	568	183	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	715	125	568	183	0

Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	0	0	0	0	1900	1750	1900

Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.39	0.07	0.32
Crit Moves:								
Green Time:	0.0	0.0	0.0	0.0	0.0	27.4	23.6	51.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.82	0.16	0.82
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	23.0	10.0	27.1
User DelAdj:	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	23.0	10.0	27.1
LOS by Move:	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	0	0	0	0	14	2	13

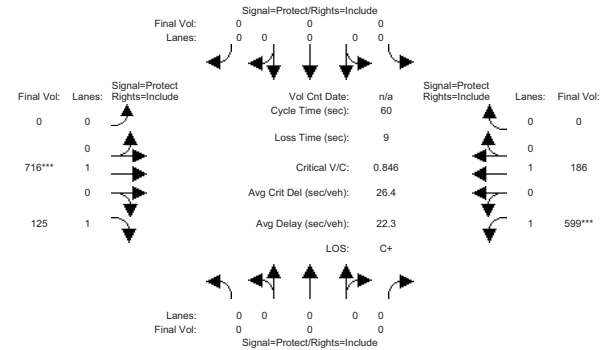
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Back+Proj PM

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	716	125	599	186	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	716	125	599	186	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	716	125	599	186	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	716	125	599	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	716	125	599	186	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	716	125	599	186	0

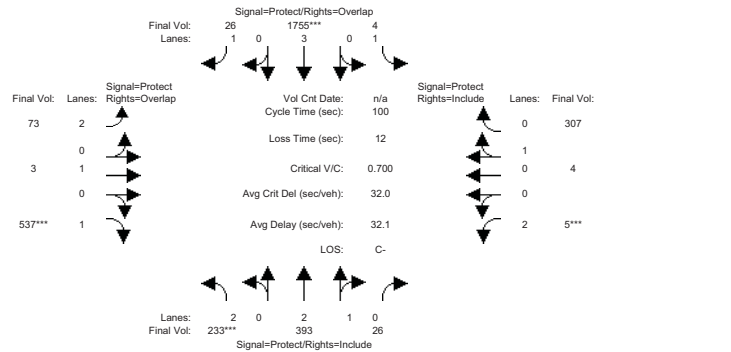
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	0	0	0	0	1900	1750	1900

Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.39	0.07	0.34
Crit Moves:								
Green Time:	0.0	0.0	0.0	0.0	0.0	26.7	24.3	51.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.85	0.16	0.85
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	25.0	10.4	28.1
User DelAdj:	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	25.0	10.4	28.1
LOS by Move:	A	A	A	A	A	C	B+	C
HCM2kAvgQ:	0	0	0	0	0	15	2	14

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

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

Intersection #1: Mathilda Ave / 5th Ave

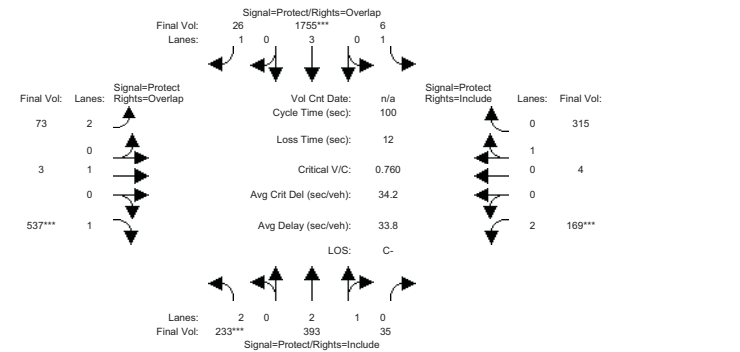


Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	233	393	26	4	1755	26	73	3	537	5	4	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:	233	393	26	4	1755	26	73	3	537	5	4	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:	233	393	26	4	1755	26	73	3	537	5	4	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:	233	393	26	4	1755	26	73	3	537	5	4	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	393	26	4	1755	26	73	3	537	5	4	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
FinalVolume:	233	393	26	4	1755	26	73	3	537	5	4	307
----- ----- ----- ----- ----- -----												
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	2.81	0.19	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.01	0.99
Final Sat.:	3150	5252	347	1750	5700	1750	3150	1900	1750	3150	23	1777
----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.00	0.31	0.01	0.02	0.00	0.31	0.00	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.7	29.6	29.6	20.7	40.6	51.4	10.9	30.7	40.4	7.0	26.8	26.8
Volume/Cap:	0.76	0.25	0.25	0.01	0.76	0.03	0.21	0.01	0.76	0.02	0.64	0.64
Delay/Veh:	60.1	27.2	27.2	31.6	27.9	12.0	42.1	24.1	33.1	43.5	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	27.2	27.2	31.6	27.9	12.0	42.1	24.1	33.1	43.5	38.9	38.9
LOS by Move:	E	C	C	C	C	B	D	C	C	D	D+	D+
HCM2kAvgQ:	6	3	3	0	17	0	1	0	17	0	10	10
Note: Queue reported is the number of cars per lane.												

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #1: Mathilda Ave / 5th Ave



Street Name:	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:												
Base Vol:	233	393	35	6	1755	26	73	3	537	169	4	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	393	35	6	1755	26	73	3	537	169	4	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	393	35	6	1755	26	73	3	537	169	4	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	393	35	6	1755	26	73	3	537	169	4	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	393	35	6	1755	26	73	3	537	169	4	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	393	35	6	1755	26	73	3	537	169	4	315

Saturation Flow Module:									
Sat/Lane:	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	0.95
Lanes:	2.00	2.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5141	458	1750	5700	1750	3150	1900	1750
Capacity Analysis Module:									
Vol/Sat:	0.07	0.08	0.08	0.00	0.31	0.01	0.02	0.00	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	9.7	29.6	29.6	20.7	40.5	51.2	10.7	30.7	40.4
Volume/Cap:	0.76	0.26	0.26	0.02	0.76	0.03	0.22	0.01	0.76
Delay/Veh:	60.1	27.2	27.2	31.6	28.0	12.1	42.3	24.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	27.2	27.2	31.6	28.0	12.1	42.3	24.1	33.1
LOS by Move:	E	C	C	C	C	B	D	D	D
HCM2kAvgQ:	6	3	3	0	17	0	1	0	17

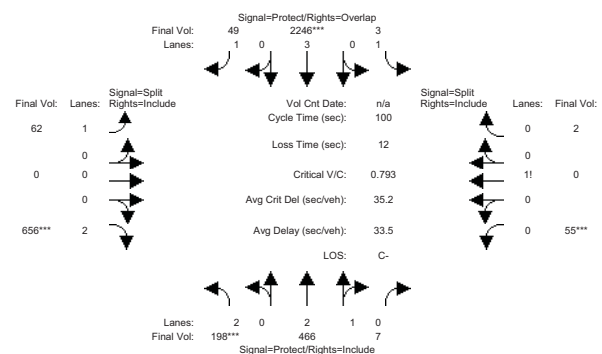
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave					Innovation Way				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	198	466	7	3	2246	49	62	0	656	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	466	7	3	2246	49	62	0	656	55
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	466	7	3	2246	49	62	0	656	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	466	7	3	2246	49	62	0	656	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	466	7	3	2246	49	62	0	656	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	466	7	3	2246	49	62	0	656	55
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.92
Lanes:	2.00	2.95	0.05	1.00	3.00	1.00	1.00	0.00	2.00	0.96
Final Sat.:	3150	5517	83	1750	5700	1750	1750	0	3150	1689
Capacity Analysis Module:										
Vol/Sat:	0.06	0.08	0.08	0.00	0.39	0.03	0.04	0.00	0.21	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.4	31.5	31.5	22.1	46.2	70.6	24.4	0.0	24.4	10.0
Volume/Cap:	0.85	0.27	0.27	0.01	0.85	0.04	0.15	0.00	0.85	0.33
Delay/Veh:	76.5	26.0	26.0	30.5	27.6	4.5	30.3	0.0	47.6	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	26.0	26.0	30.5	27.6	4.5	30.3	0.0	47.6	46.8
LOS by Move:	E-	C	C	C	C	A	C	A	D	A
HCM2kAvgQ:	6	4	4	0	23	0	2	0	14	2

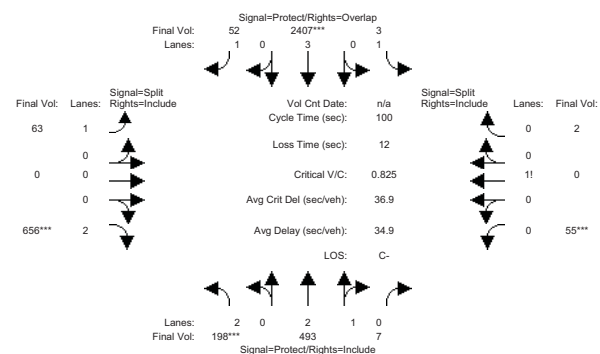
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #2: Mathilda Ave / Innovation Way



Street Name:	Mathilda Ave					Innovation Way				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	198	493	7	3	2407	52	63	0	656	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	493	7	3	2407	52	63	0	656	55
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	493	7	3	2407	52	63	0	656	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	493	7	3	2407	52	63	0	656	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	493	7	3	2407	52	63	0	656	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	493	7	3	2407	52	63	0	656	55
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.92
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	1.00	0.00	2.00	0.96
Final Sat.:	3150	5521	78	1750	5700	1750	1750	0	3150	1689
Capacity Analysis Module:										
Vol/Sat:	0.06	0.09	0.09	0.00	0.42	0.03	0.04	0.00	0.21	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.1	32.1	32.1	22.5	47.5	70.9	23.4	0.0	23.4	10.0
Volume/Cap:	0.89	0.28	0.28	0.01	0.89	0.04	0.15	0.00	0.89	0.33
Delay/Veh:	83.2	25.7	25.7	30.1	28.7	4.4	31.2	0.0	52.0	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	25.7	25.7	30.1	28.7	4.4	31.2	0.0	52.0	46.8
LOS by Move:	F	C	C	C	C	A	C	A	D	A
HCM2kAvgQ:	6	4	4	0	26	1	2	0	15	2

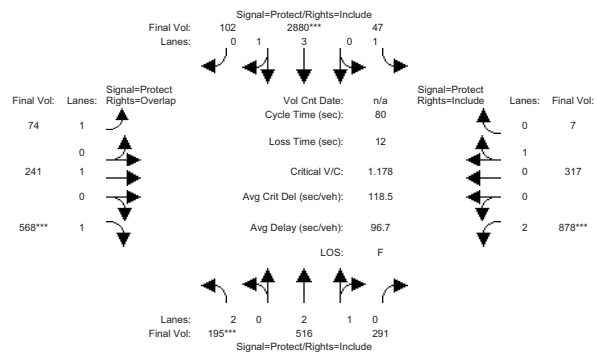
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	195	516	291	47	2880	102	74	241	568	878	317	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	516	291	47	2880	102	74	241	568	878	317	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	516	291	47	2880	102	74	241	568	878	317	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	516	291	47	2880	102	74	241	568	878	317	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	516	291	47	2880	102	74	241	568	878	317	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	516	291	47	2880	102	74	241	568	878	317	7

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	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.86	0.14	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	7243	257	1750	1900	1750	3150	1761	39

Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.17	0.03	0.40	0.40	0.04	0.13	0.32	0.28	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	22.0	22.0	11.6	26.6	26.6	11.3	15.8	22.8	18.6	23.2	23.2
Volume/Cap:	0.71	0.49	0.61	0.19	1.20	1.20	0.30	0.64	1.14	1.20	0.62	0.62
Delay/Veh:	49.8	25.4	27.3	31.7	120	120.0	33.9	37.6	112.4	132.7	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	25.4	27.3	31.7	120	120.0	33.9	37.6	112.4	132.7	30.1	30.1
LOS by Move:	D	C	C	C	F	F	C-	D+	F	F	C	C
HCM2kAvgQ:	4	6	8	1	37	37	2	7	28	27	8	8

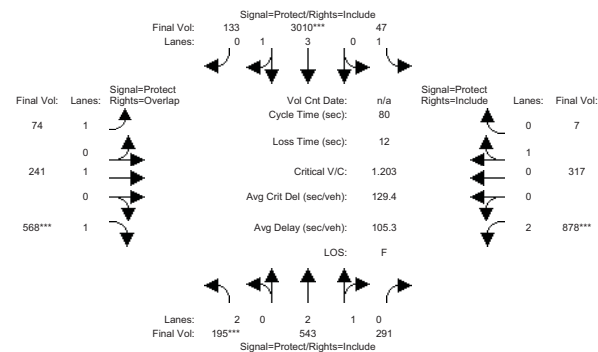
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda 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:	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:	195	543	291	47	3010	133	74	241	568	878	317	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	543	291	47	3010	133	74	241	568	878	317	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	543	291	47	3010	133	74	241	568	878	317	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	543	291	47	3010	133	74	241	568	878	317	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	543	291	47	3010	133	74	241	568	878	317	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	543	291	47	3010	133	74	241	568	878	317	7

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	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.82	0.18	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	7182	317	1750	1900	1750	3150	1761	39

Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.17	0.03	0.42	0.42	0.04	0.13	0.32	0.28	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	22.5	22.5	11.8	27.3	27.3	11.0	15.5	22.5	18.2	22.6	22.6
Volume/Cap:	0.71	0.51	0.59	0.18	1.23	1.23	0.31	0.66	1.16	1.23	0.64	0.64
Delay/Veh:	49.8	25.2	26.6	31.4	132	131.7	34.3	38.6	119.7	144.8	31.0	31.0
User DelAdj:	1.00	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	25.2	26.6	31.4	132	131.7	34.3	38.6	119.7	144.8	31.0	31.0
LOS by Move:	D	C	C	C	F	F	C-	D+	F	F	C	C
HCM2kAvgQ:	4	6	7	1	40	40	2	7	29	28	8	8

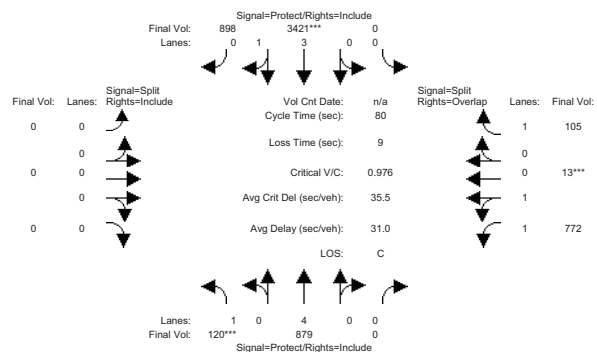
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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:	120	879	0	0	3421	898	0	0	0	772	13	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:	120	879	0	0	3421	898	0	0	0	772	13	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:	120	879	0	0	3421	898	0	0	0	772	13	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:	120	879	0	0	3421	898	0	0	0	772	13	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	879	0	0	3421	898	0	0	0	772	13	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
FinalVolume:	120	879	0	0	3421	898	0	0	0	772	13	105

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	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.13	0.87	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1750	7600	0	0	5938	1559	0	0	0	3491	59	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.22	0.22	0.06
Crit Moves:	***	****								****		
Green Time:	7.0	53.2	0.0	0.0	46.2	46.2	0.0	0.0	0.0	17.8	17.8	17.8
Volume/Cap:	0.78	0.17	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.27
Delay/Veh:	67.8	5.1	0.0	0.0	29.7	29.7	0.0	0.0	0.0	62.3	62.3	27.5
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:	67.8	5.1	0.0	0.0	29.7	29.7	0.0	0.0	0.0	62.3	62.3	27.5
LOS by Move:	E	A	A	A	C	C	A	A	A	E	E	C
HCM2kAvgQ:	5	2	0	0	36	36	0	0	0	16	16	2

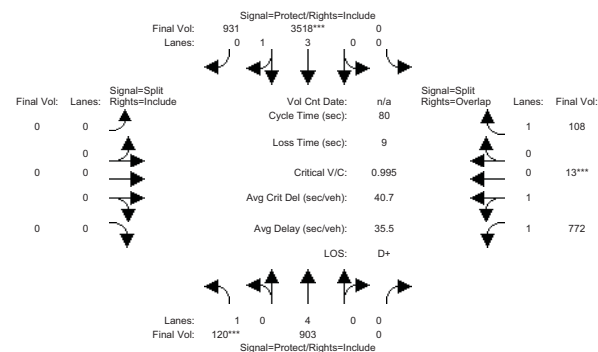
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB 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	0	10	10	0	0	0	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:	120	903	0	0	3518	931	0	0	0	772	13	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	903	0	0	3518	931	0	0	0	772	13	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	903	0	0	3518	931	0	0	0	772	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	903	0	0	3518	931	0	0	0	772	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	903	0	0	3518	931	0	0	0	772	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	903	0	0	3518	931	0	0	0	772	13	108

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	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.13	0.87	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1750	7600	0	0	5928	1569	0	0	0	3491	59	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.22	0.22	0.06
Crit Moves:	***	****								****		
Green Time:	7.0	53.6	0.0	0.0	46.6	46.6	0.0	0.0	0.0	17.4	17.4	17.4
Volume/Cap:	0.78	0.18	0.00	0.00	1.02	1.02	0.00	0.00	0.00	1.02	1.02	0.28
Delay/Veh:	67.8	5.0	0.0	0.0	35.1	35.1	0.0	0.0	0.0	68.4	68.4	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:	67.8	5.0	0.0	0.0	35.1	35.1	0.0	0.0	0.0	68.4	68.4	28.0
LOS by Move:	E	A	A	A	D+	D+	A	A	A	E	E	C
HCM2kAvgQ:	5	2	0	0	38	38	0	0	0	17	17	3

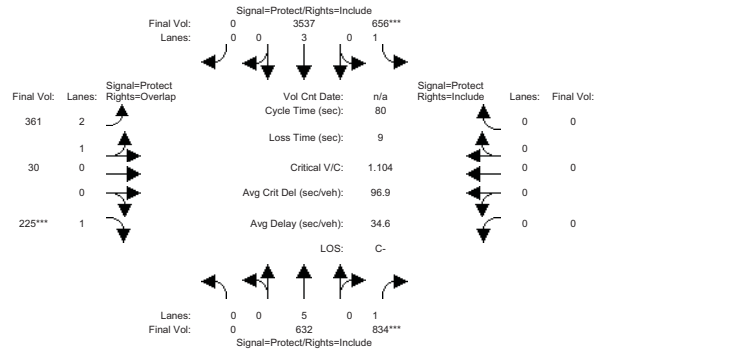
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	632	834	656	3537	0	361	30	225	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	632	834	656	3537	0	361	30	225	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	632	834	656	3537	0	361	30	225	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	632	834	656	3537	0	361	30	225	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	834	656	3537	0	361	30	225	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	632	834	656	3537	0	361	30	225	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	0.86	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.79	0.21	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4567	380	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.48	0.37	0.62	0.00	0.08	0.08	0.13	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	34.1	34.1	26.9	61.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.12	1.12	0.81	0.00	0.63	0.63	1.03	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	92.8	100.0	7.7	0.0	38.1	38.1	103.5	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	14.2	92.8	100.0	7.7	0.0	38.1	38.1	103.5	0.0	0.0	0.0
LOS by Move:	A	B	F	F	A	A	D+	D+	F	A	A	A
HCM2kAvgQ:	0	2	38	31	20	0	5	5	11	0	0	0

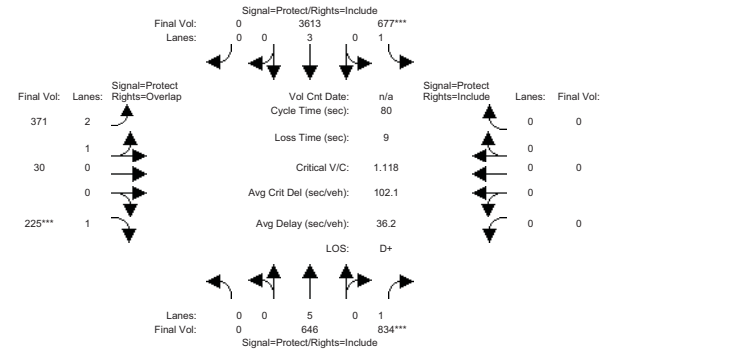
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	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	10	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	646	834	677	3613	0	371	30	225	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	646	834	677	3613	0	371	30	225	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	646	834	677	3613	0	371	30	225	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	646	834	677	3613	0	371	30	225	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	646	834	677	3613	0	371	30	225	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	646	834	677	3613	0	371	30	225	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	0.86	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.79	0.21	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4577	370	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.48	0.39	0.63	0.00	0.08	0.08	0.13	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	33.7	33.7	27.3	61.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.13	1.13	0.83	0.00	0.65	0.65	1.03	0.00	0.00	0.00
Delay/Veh:	0.0	14.5	99.1	105.3	8.2	0.0	38.5	38.5	103.5	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	14.5	99.1	105.3	8.2	0.0	38.5	38.5	103.5	0.0	0.0	0.0
LOS by Move:	A	B	F	F	A	A	D+	D+	F	A	A	A
HCM2kAvgQ:	0	2	39	33	22	0	5	5	11	0	0	0

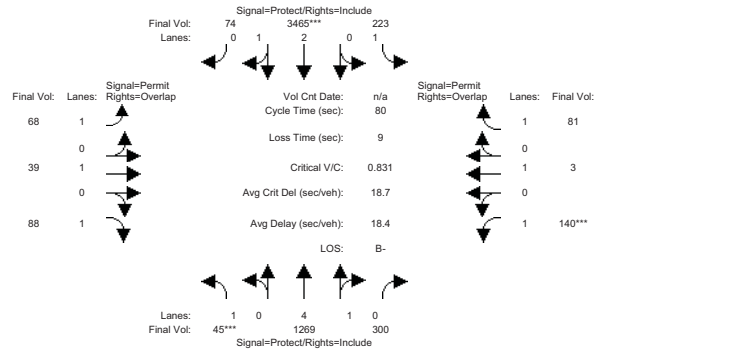
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave					Ross Dr				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	45	1269	300	223	3465	74	68	39	88	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1269	300	223	3465	74	68	39	88	140
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1269	300	223	3465	74	68	39	88	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1269	300	223	3465	74	68	39	88	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1269	300	223	3465	74	68	39	88	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1269	300	223	3465	74	68	39	88	140

Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92
Lanes:	1.00	4.00	1.00	1.00	2.93	0.07	1.00	1.00	1.00	1.00
Final Sat.:	1750	7599	1797	1750	5483	117	1750	1900	1750	1900

Capacity Analysis Module:										
Vol/Sat:	0.03	0.17	0.17	0.13	0.63	0.63	0.04	0.02	0.05	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	34.6	34.6	26.4	54.0	54.0	10.0	10.0	17.0	10.0
Volume/Cap:	0.29	0.39	0.39	0.39	0.94	0.94	0.31	0.16	0.24	0.64
Delay/Veh:	39.0	15.7	15.7	22.5	17.3	17.3	35.5	32.8	27.6	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	15.7	15.7	22.5	17.3	17.3	35.5	32.8	27.6	46.8
LOS by Move:	D	B	B	C+	B	B	D+	C-	C	D
HCM2KavgQ:	1	5	5	5	32	32	2	1	2	5

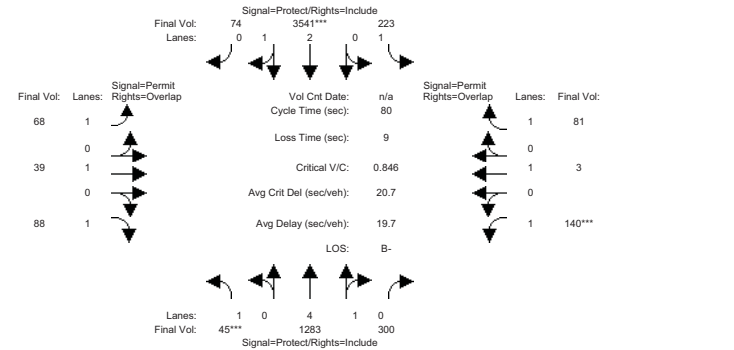
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave					Ross Dr				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	7	10	10	7	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
Volume Module:										
Base Vol:	45	1283	300	223	3541	74	68	39	88	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1283	300	223	3541	74	68	39	88	140
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1283	300	223	3541	74	68	39	88	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1283	300	223	3541	74	68	39	88	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1283	300	223	3541	74	68	39	88	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1283	300	223	3541	74	68	39	88	140

Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92
Lanes:	1.00	4.01	0.99	1.00	2.94	0.06	1.00	1.00	1.00	1.00
Final Sat.:	1750	7615	1781	1750	5485	115	1750	1900	1750	1900

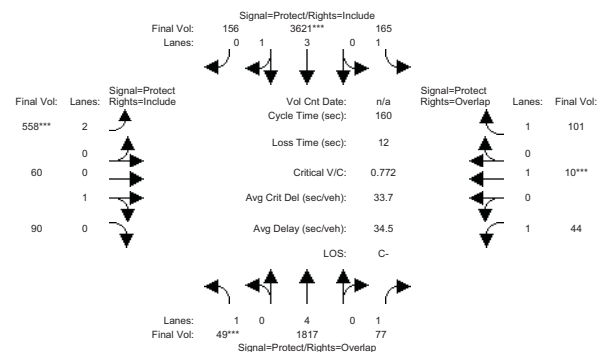
Capacity Analysis Module:										
Vol/Sat:	0.03	0.17	0.17	0.13	0.65	0.65	0.04	0.02	0.05	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	34.7	34.7	26.3	54.0	54.0	10.0	10.0	17.0	10.0
Volume/Cap:	0.29	0.39	0.39	0.39	0.96	0.96	0.31	0.16	0.24	0.64
Delay/Veh:	39.0	15.7	15.7	22.7	19.5	19.5	35.5	32.8	27.6	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	15.7	15.7	22.7	19.5	19.5	35.5	32.8	27.6	46.8
LOS by Move:	D	B	B	C+	B-	B-	D+	C-	C	D
HCM2KavgQ:	1	5	5	5	34	34	2	1	2	5

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

1184 Mathilda Avenue TIA

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

Intersection #7: Mathilda Ave / Ahwanee Ave



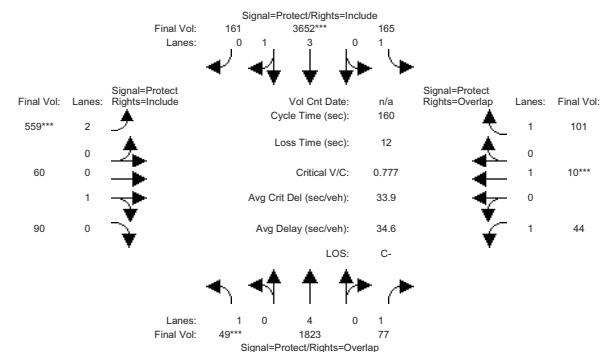
Street Name:	Mathilda Ave						Ahwanee Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	1817	77	165	3621	156	558	60	90	44	10	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:	49	1817	77	165	3621	156	558	60	90	44	10	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:	49	1817	77	165	3621	156	558	60	90	44	10	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:	49	1817	77	165	3621	156	558	60	90	44	10	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1817	77	165	3621	156	558	60	90	44	10	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
FinalVolume:	49	1817	77	165	3621	156	558	60	90	44	10	101
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	3.83	0.17	2.00	0.40	0.60	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7190	310	3150	720	1080	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.04	0.09	0.50	0.50	0.18	0.08	0.08	0.03	0.01	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	74.5	89.7	29.4	96.9	96.9	34.1	28.9	28.9	15.2	10.0	39.4
Volume/Cap:	0.64	0.51	0.08	0.51	0.83	0.83	0.83	0.46	0.46	0.27	0.08	0.23
Delay/Veh:	109.7	30.5	16.3	64.6	27.0	27.0	71.7	63.2	63.2	71.1	72.1	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	30.5	16.3	64.6	27.0	27.0	71.7	63.2	63.2	71.1	72.1	49.5
LOS by Move:	F	C	B	E	C	C	E	E	E	E	E	D
HCM2kAvgQ:	4	15	2	8	38	38	18	7	7	2	1	4
Note:	Queue reported is the number of cars per lane.											

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #7: Mathilda Ave / Ahwanee Ave



Street Name:	Mathilda Ave						Ahwanee 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:												
Base Vol:	49	1823	77	165	3652	161	559	60	90	44	10	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:	49	1823	77	165	3652	161	559	60	90	44	10	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:	49	1823	77	165	3652	161	559	60	90	44	10	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:	49	1823	77	165	3652	161	559	60	90	44	10	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1823	77	165	3652	161	559	60	90	44	10	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
FinalVolume:	49	1823	77	165	3652	161	559	60	90	44	10	101
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
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	3.82	0.18	2.00	0.40	0.60	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7183	317	3150	720	1080	1750	1900	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.04	0.09	0.51	0.51	0.18	0.08	0.08	0.03	0.01	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	74.7	89.8	29.4	97.1	97.1	33.9	28.8	28.8	15.1	10.0	39.4
Volume/Cap:	0.64	0.51	0.08	0.51	0.84	0.84	0.84	0.46	0.46	0.27	0.08	0.23
Delay/Veh:	109.7	30.4	16.2	64.6	27.1	27.1	72.4	63.4	63.4	71.2	72.1	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	30.4	16.2	64.6	27.1	27.1	72.4	63.4	63.4	71.2	72.1	49.5
LOS by Move:	F	C	B	E	C	C	E	E	E	E	E	D
HCM2kAvgQ:	4	15	2	8	39	39	18	7	7	2	1	4
Note: Queue reported is the number of cars per lane.												

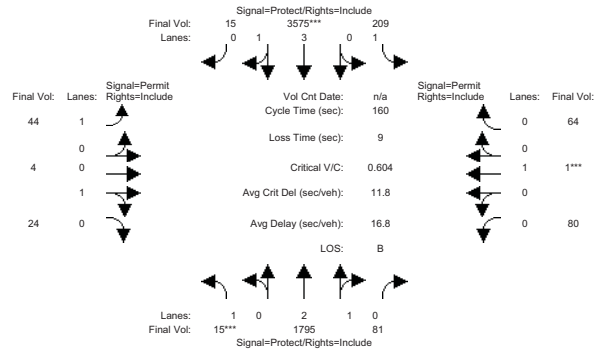
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	15	1795	81	209	3575	15	44	4	24	80	1	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:	15	1795	81	209	3575	15	44	4	24	80	1	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:	15	1795	81	209	3575	15	44	4	24	80	1	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:	15	1795	81	209	3575	15	44	4	24	80	1	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1795	81	209	3575	15	44	4	24	80	1	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1795	81	209	3575	15	44	4	24	80	1	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	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.87	0.13	1.00	3.98	0.02	1.00	0.14	0.86	0.55	0.01	0.44
Final Sat.:	1750	5358	242	1750	7469	31	1750	257	1543	966	12	772

Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.12	0.48	0.48	0.03	0.02	0.02	0.08	0.08	0.08
Crit Moves:	***	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	95.7	95.7	34.1	123	122.8	21.2	21.2	21.2	21.2	21.2	21.2
Volume/Cap:	0.20	0.56	0.56	0.56	0.62	0.62	0.19	0.12	0.12	0.62	0.62	0.62
Delay/Veh:	79.4	20.1	20.1	62.2	8.8	8.8	63.5	62.1	62.1	77.6	77.6	77.6
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:	79.4	20.1	20.1	62.2	8.8	8.8	63.5	62.1	62.1	77.6	77.6	77.6
LOS by Move:	E-	C+	C+	E	A	A	E	E	E	E-	E-	E-
HCM2kAvgQ:	1	18	18	10	20	20	2	1	1	8	8	8

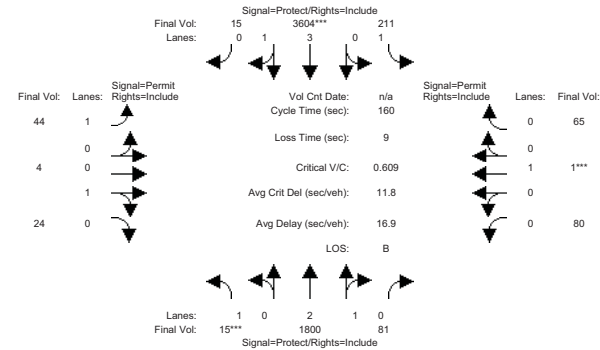
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #8: Mathilda Ave / San Aleso Ave



Street Name:	Mathilda Ave						San Aleso 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	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:	15	1800	81	211	3604	15	44	4	24	80	1	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1800	81	211	3604	15	44	4	24	80	1	65
Added Vol:	0	0	0	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	1800	81	211	3604	15	44	4	24	80	1	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1800	81	211	3604	15	44	4	24	80	1	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1800	81	211	3604	15	44	4	24	80	1	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1800	81	211	3604	15	44	4	24	80	1	65

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	0.92	0.92
Lanes:	1.00	2.87	0.13	1.00	3.98	0.02	1.00	0.14	0.86	0.55	0.01	0.44
Final Sat.:	1750	5359	241	1750	7469	31	1750	257	1543	959	12	779

Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.12	0.48	0.48	0.03	0.02	0.02	0.08	0.08	0.08
Crit Moves:	***	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	95.5	95.5	34.3	123	122.8	21.2	21.2	21.2	21.2	21.2	21.2
Volume/Cap:	0.20	0.56	0.56	0.56	0.63	0.63	0.19	0.12	0.12	0.63	0.63	0.63
Delay/Veh:	79.4	20.3	20.3	62.2	8.9	8.9	63.5	62.1	62.1	77.9	77.9	77.9
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:	79.4	20.3	20.3	62.2	8.9	8.9	63.5	62.1	62.1	77.9	77.9	77.9
LOS by Move:	E-	C+	C+	E	A	A	E	E	E	E-	E-	E-
HCM2kAvgQ:	1	18	18	10	20	20	2	1	1	8	8	8

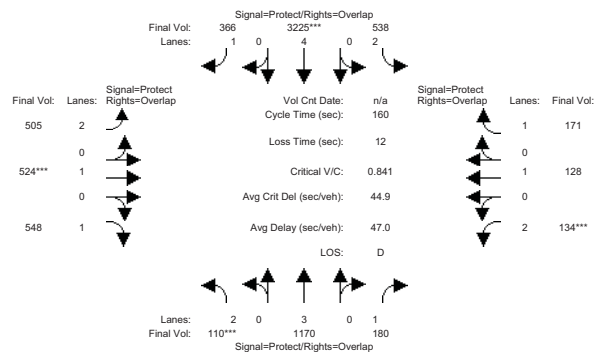
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	110	1170	180	538	3225	366	505	524	548	134	128	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1170	180	538	3225	366	505	524	548	134	128	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1170	180	538	3225	366	505	524	548	134	128	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1170	180	538	3225	366	505	524	548	134	128	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1170	180	538	3225	366	505	524	548	134	128	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1170	180	538	3225	366	505	524	548	134	128	171

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.10	0.17	0.42	0.21	0.16	0.28	0.31	0.04	0.07	0.10
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	47.8	55.9	39.8	80.6	123.1	42.6	52.4	59.4	8.1	17.9	57.7
Volume/Cap:	0.80	0.69	0.29	0.69	0.84	0.27	0.60	0.84	0.84	0.84	0.60	0.27
Delay/Veh:	112.6	51.8	39.0	59.4	36.7	5.9	54.5	63.1	58.8	114.4	79.7	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:	112.6	51.8	39.0	59.4	36.7	5.9	54.5	63.1	58.8	114.4	79.7	37.3
LOS by Move:	F	D-	D+	E+	D+	A	D-	E	E+	F	E-	D+
HCM2KavgQ:	5	17	7	15	35	6	13	26	28	6	7	6

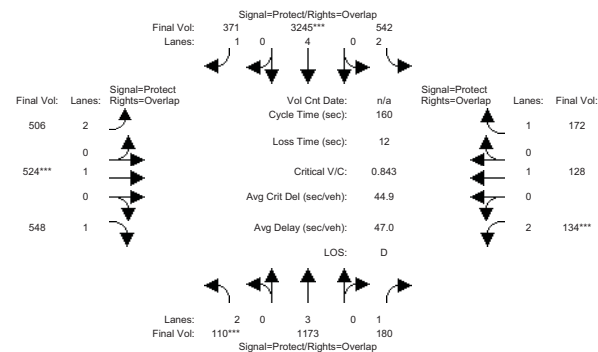
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #9: Mathilda Ave / Maude Ave



Street Name:	Mathilda 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:												
Base Vol:	110	1173	180	542	3245	371	506	524	548	134	128	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1173	180	542	3245	371	506	524	548	134	128	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1173	180	542	3245	371	506	524	548	134	128	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1173	180	542	3245	371	506	524	548	134	128	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1173	180	542	3245	371	506	524	548	134	128	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1173	180	542	3245	371	506	524	548	134	128	172

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	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.10	0.17	0.43	0.21	0.16	0.28	0.31	0.04	0.07	0.10
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	47.8	55.9	40.0	80.8	123.2	42.4	52.2	59.2	8.0	17.8	57.8
Volume/Cap:	0.80	0.69	0.29	0.69	0.85	0.28	0.61	0.85	0.85	0.85	0.61	0.27
Delay/Veh:	112.6	51.8	39.0	59.3	36.7	5.9	54.7	63.5	59.2	115.0	80.0	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:	112.6	51.8	39.0	59.3	36.7	5.9	54.7	63.5	59.2	115.0	80.0	37.3
LOS by Move:	F	D-	D+	E+	D+	A	D-	E	E+	F	F	D+
HCM2KavgQ:	5	17	7	15	36	6	13	26	28	6	7	6

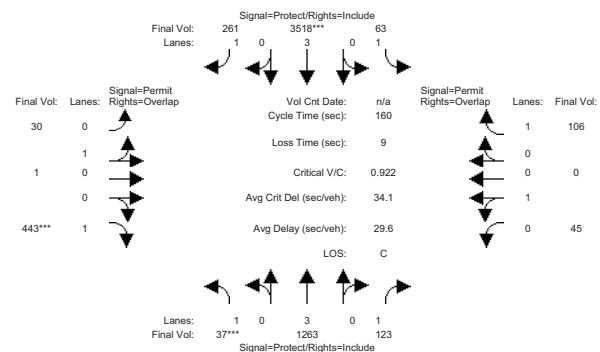
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #10: 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	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:	37	1263	123	63	3518	261	30	1	443	45	0	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:	37	1263	123	63	3518	261	30	1	443	45	0	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:	37	1263	123	63	3518	261	30	1	443	45	0	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:	37	1263	123	63	3518	261	30	1	443	45	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1263	123	63	3518	261	30	1	443	45	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1263	123	63	3518	261	30	1	443	45	0	106

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1742	58	1750	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.07	0.04	0.62	0.15	0.02	0.02	0.25	0.03	0.00	0.06
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	95.6	95.6	18.9	108	107.5	36.5	36.5	43.5	36.5	0.0	55.4
Volume/Cap:	0.48	0.37	0.12	0.31	0.92	0.22	0.08	0.08	0.93	0.11	0.00	0.18
Delay/Veh:	95.0	16.9	14.2	68.3	27.2	10.6	48.9	48.9	84.1	49.4	0.0	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:	95.0	16.9	14.2	68.3	27.2	10.6	48.9	48.9	84.1	49.4	0.0	37.1
LOS by Move:	F	B	B	E	C	B+	D	D	F	D	A	D+
HCM2kAvgQ:	3	10	3	3	52	5	1	1	27	2	0	4

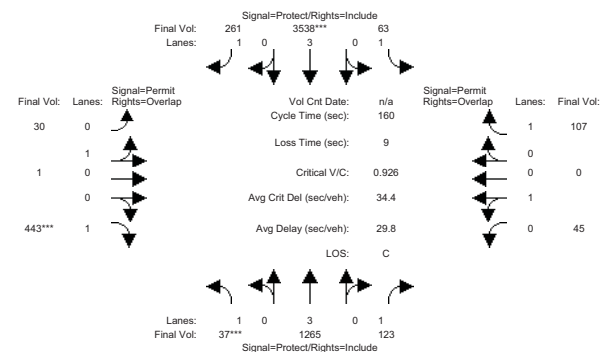
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #10: 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	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:	37	1265	123	63	3538	261	30	1	443	45	0	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:	37	1265	123	63	3538	261	30	1	443	45	0	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:	37	1265	123	63	3538	261	30	1	443	45	0	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:	37	1265	123	63	3538	261	30	1	443	45	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1265	123	63	3538	261	30	1	443	45	0	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
FinalVolume:	37	1265	123	63	3538	261	30	1	443	45	0	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	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1742	58	1750	1800	0	1750

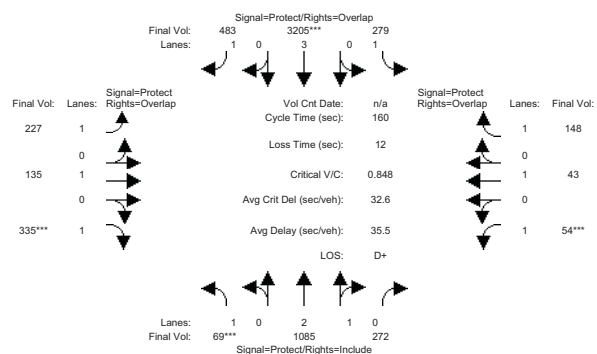
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.07	0.04	0.62	0.15	0.02	0.02	0.25	0.03	0.00	0.06
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	7.0	95.8	95.8	18.9	108	107.7	36.3	36.3	43.3	36.3	0.0	55.2
Volume/Cap:	0.48	0.37	0.12	0.31	0.92	0.22	0.08	0.08	0.93	0.11	0.00	0.18
Delay/Veh:	95.0	16.9	14.1	68.3	27.4	10.5	49.0	49.0	84.9	49.6	0.0	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:	95.0	16.9	14.1	68.3	27.4	10.5	49.0	49.0	84.9	49.6	0.0	37.2
LOS by Move:	F	B	B	E	C	B+	D	D	F	D	A	D+
HCM2kAvgQ:	3	10	3	3	53	5	1	1	27	2	0	4

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

1184 Mathilda Avenue TIA

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

Intersection #11: Mathilda Ave / California Ave

[illegible]

Volume Module:												
Base Vol:	69	1085	272	279	3205	483	227	135	335	54	43	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1085	272	279	3205	483	227	135	335	54	43	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1085	272	279	3205	483	227	135	335	54	43	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1085	272	279	3205	483	227	135	335	54	43	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1085	272	279	3205	483	227	135	335	54	43	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1085	272	279	3205	483	227	135	335	54	43	148

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	1.00	2.38	0.62	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4476	1122	1750	5700	1750	1750	1900	1750	1750	1900

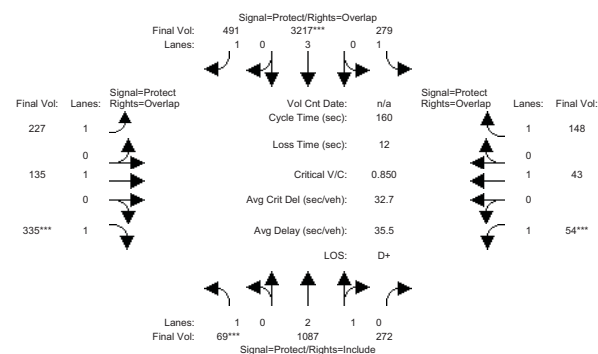
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.16	0.56	0.28	0.13	0.07	0.19	0.03	0.02	0.08
Crit Moves:	****			****					****	****		
Green Time:	7.4	68.3	68.3	44.9	106	129.3	23.5	27.8	35.2	7.0	11.3	56.2
Volume/Cap:	0.85	0.57	0.57	0.57	0.85	0.34	0.88	0.41	0.87	0.71	0.32	0.24
Delay/Veh:	140.2	35.7	35.7	53.9	23.6	4.7	9.77	62.5	82.8	118.1	76.9	37.7
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:	140.2	35.7	35.7	53.9	23.6	4.7	9.77	62.5	82.8	118.1	76.9	37.7
LOS by Move:	F	D+	D+	D-	C	A	F	E	F	F	E-	D+
HCM2KAvoQ:	6	17	17	13	41	7	15	6	20	4	2	

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #11: Mathilda Ave / California Ave

[illegible]

Volume Module:												
Base Vol:	69	1087	272	279	3217	491	227	135	335	54	43	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1087	272	279	3217	491	227	135	335	54	43	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1087	272	279	3217	491	227	135	335	54	43	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1087	272	279	3217	491	227	135	335	54	43	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1087	272	279	3217	491	227	135	335	54	43	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1087	272	279	3217	491	227	135	335	54	43	148

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	2.38	0.62	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4478	1120	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.16	0.56	0.28	0.13	0.07	0.19	0.03	0.02	0.08
Crit Moves:	****			****					****	****		
Green Time:	7.4	68.4	68.4	44.9	106	129.3	23.4	27.7	35.1	7.0	11.3	56.2
Volume/Cap:	0.85	0.57	0.57	0.57	0.85	0.35	0.89	0.41	0.87	0.71	0.32	0.24
Delay/Veh:	140.8	35.6	35.6	53.9	23.7	4.8	100.2	62.6	83.2	118.1	76.9	37.7
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:	140.8	35.6	35.6	53.9	23.7	4.8	100.2	62.6	83.2	118.1	76.9	37.7
LOS by Move:	F	D+	D+	D-	C	A	F	E	F	F	E-	D+
HCM2kAvgQ:	6	17	17	13	42	7	15	6	20	4	2	

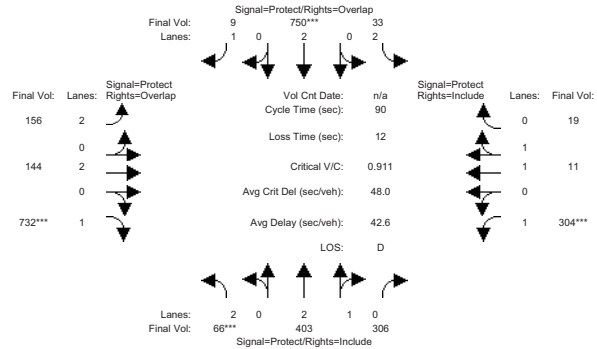
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

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

Intersection #12: Mathilda Ave / Java Dr

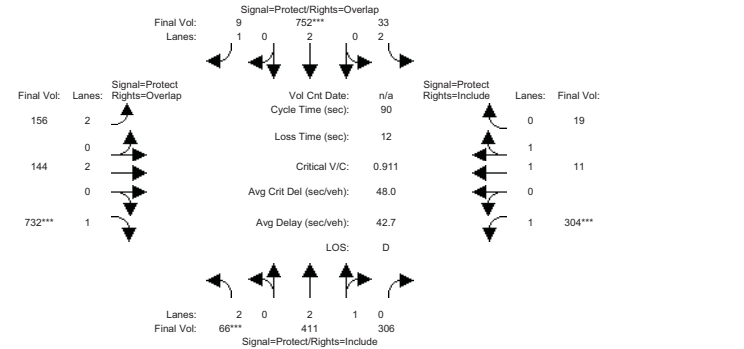


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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #12: Mathilda Ave / Java Dr

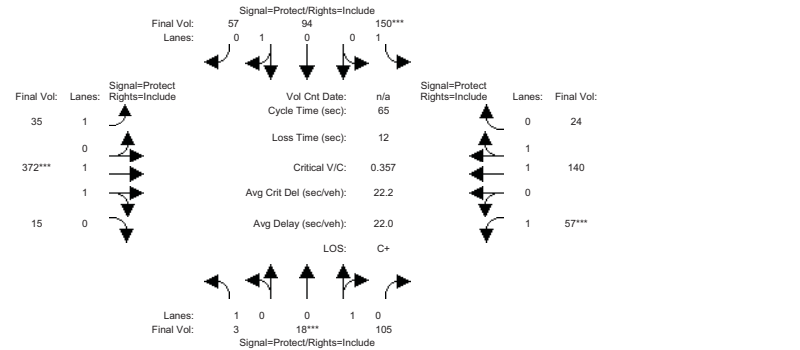


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1184 Mathilda Avenue TIA

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

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	3	18	105	150	94	57	35	372	15	57	140	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:	3	18	105	150	94	57	35	372	15	57	140	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:	3	18	105	150	94	57	35	372	15	57	140	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:	3	18	105	150	94	57	35	372	15	57	140	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	18	105	150	94	57	35	372	15	57	140	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	18	105	150	94	57	35	372	15	57	140	24

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	0.15	0.85	1.00	0.62	0.38	1.00	1.92	0.08	1.00	1.70	0.30
Final Sat.:	1750	263	1537	1750	1121	679	1750	3556	143	1750	3158	541

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.09	0.08	0.08	0.02	0.10	0.10	0.03	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.9	10.4	10.4	16.1	15.6	15.6	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.01	0.43	0.43	0.35	0.35	0.35	0.12	0.35	0.35	0.30	0.18	0.18
Delay/Veh:	22.6	29.2	29.2	22.3	22.7	22.7	23.8	18.7	18.7	30.8	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	29.2	29.2	22.3	22.7	22.7	23.8	18.7	18.7	30.8	20.1	20.1
LOS by Move:	C+	C	C	C+	C+	C+	C	B-	B-	C	C+	C+
HCM2kAvgQ:	0	3	3	3	3	3	1	3	3	1	1	1

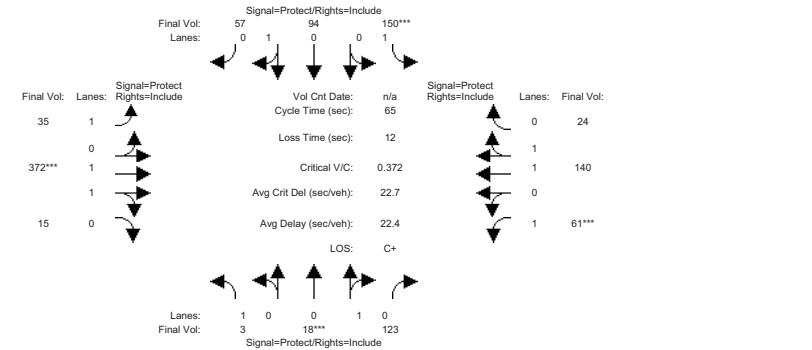
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #13: Bordeaux Dr / Java Dr



Street Name:	Bordeaux Dr						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:												
Base Vol:	3	18	123	150	94	57	35	372	15	61	140	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:	3	18	123	150	94	57	35	372	15	61	140	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:	3	18	123	150	94	57	35	372	15	61	140	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:	3	18	123	150	94	57	35	372	15	61	140	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	18	123	150	94	57	35	372	15	61	140	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	18	123	150	94	57	35	372	15	61	140	24

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	0.13	0.87	1.00	0.62	0.38	1.00	1.92	0.08	1.00	1.70	0.30
Final Sat.:	1750	230	1570	1750	1121	679	1750	3556	143	1750	3158	541

Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.09	0.08	0.08	0.02	0.10	0.10	0.03	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.9	10.4	10.4	16.1	15.6	15.6	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.01	0.49	0.49	0.35	0.35	0.35	0.12	0.35	0.35	0.32	0.18	0.18
Delay/Veh:	22.6	30.7	30.7	22.3	22.7	22.7	23.8	18.7	18.7	31.3	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	30.7	30.7	22.3	22.7	22.7	23.8	18.7	18.7	31.3	20.1	20.1
LOS by Move:	C+	C	C	C+	C+	C+	C	B-	B-	C	C+	C+
HCM2kAvgQ:	0	3	3	3	3	3	1	3	3	2	1	1

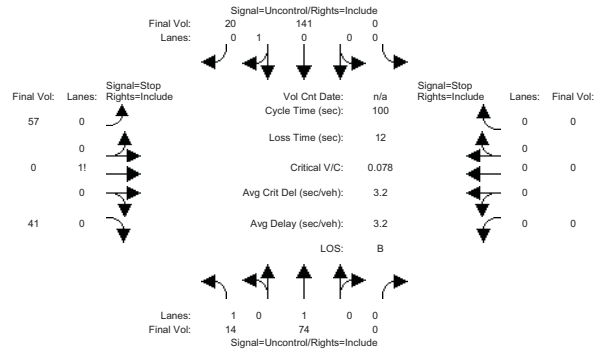
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum PM

Intersection #14: 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:												
Base Vol:	14	74	0	0	0	141	20	57	0	41	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	74	0	0	0	141	20	57	0	41	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	74	0	0	0	141	20	57	0	41	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	74	0	0	0	141	20	57	0	41	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	14	74	0	0	0	141	20	57	0	41	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	161	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	253	151	xxxx	xxxx	xxxxx
Potent Cap.:	1430	xxxx	xxxxx	xxxx	xxxx	xxxxx	740	654	901	xxxx	xxxx	xxxxx
Move Cap.:	1430	xxxx	xxxxx	xxxx	xxxx	xxxxx	734	647	901	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	796	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	xxxx	*	*	xxxx	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2		xxxxxx			
ApproachLOS:	*			*			B		*			

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 Bordeaux Dr / 5th Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Traffic 8.0.0715

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	14	74	0	0	141	20	57	0	41	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		

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=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=347]
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 #14 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
Initial Vol:	14	74	0	0	141	20	57	0	41	0	0	0
Major Street Volume:	249											
Minor Approach Volume:	98											
Minor Approach Volume Threshold:	764											

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.

Traffic 8.0.0715

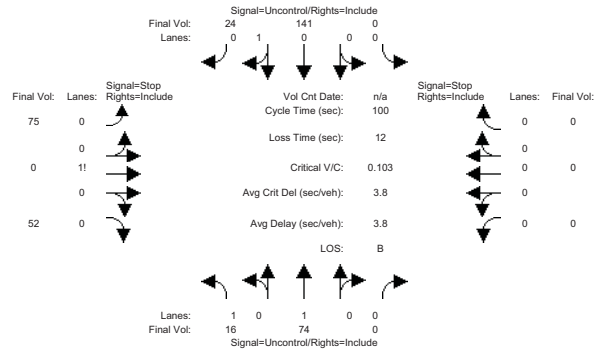
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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj PM

Intersection #14: Bordeaux Dr / 5th Ave



Street Name:	Bordeaux Dr			5th Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Volume Module:						
Base Vol:	16	74	0	0	141	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	74	0	0	141	24
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	16	74	0	0	141	24
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:	16	74	0	0	141	24
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	16	74	0	0	141	24
Critical Gap Module:						
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:						
Cnflct Vol:	165	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	1426	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	1426	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:						
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 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
Initial Vol:	16	74	0	0	141	24	75	0	52	0	0	0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

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=127]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=382]

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 #14 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
Initial Vol:	16	74	0	0	141	24	75	0	52	0	0	0

Major Street Volume: 255

Minor Approach Volume: 127

Minor Approach Volume Threshold: 756

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).

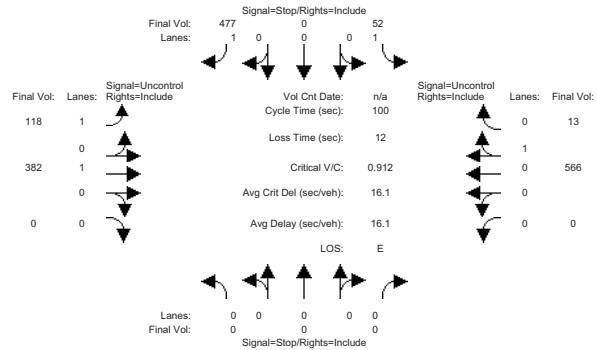
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum PM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name: Bordeaux Dr 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

Volume Module:

Base Vol:	0	0	0	52	0	477	118	382	0	0	566	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:	0	0	0	52	0	477	118	382	0	0	566	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:	0	0	0	52	0	477	118	382	0	0	566	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:	0	0	0	52	0	477	118	382	0	0	566	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	52	0	477	118	382	0	0	566	13

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1191	xxxx	573	579	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	209	xxxx	523	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	190	xxxx	523	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	0.91	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 1.1 xxxx 10.8 0.4 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 30.9 xxxx 48.8 9.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * D * E A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 47.0 xxxxxx xxxxxx
ApproachLOS: * E *

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

Future Volume Alternative: Peak Hour Warrant Met

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Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 52 0 477 118 382 0 0 566 13
ApproachDel: xxxxxx 47.0 xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=529]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1608]
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 #15 Bordeaux Dr / Moffett Park Dr

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 Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 52 0 477 118 382 0 0 566 13

Major Street Volume: 1079
Minor Approach Volume: 529
Minor Approach Volume Threshold: 341

SIGNAL WARRANT DISCLAIMER

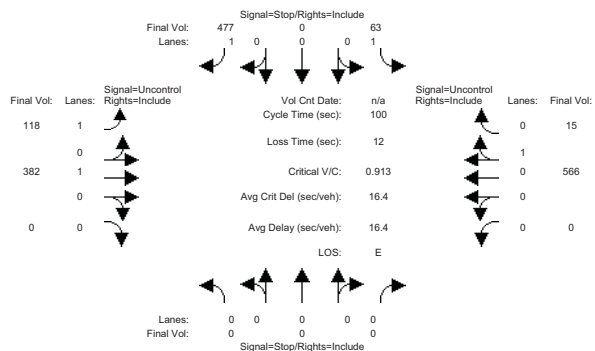
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj PM

Intersection #15: Bordeaux Dr / Moffett Park Dr



Street Name:	Bordeaux Dr						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
----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	0	0	0	63	0	477	118	382	0	0	566	15
Growth Adj:	1.00	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	63	0	477	118	382	0	0	566	15
Added Vol:	0	0	0	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	63	0	477	118	382	0	0	566	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	0	477	118	382	0	0	566	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	477	118	382	0	0	566	15
----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
FollowUpTim:xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol: xxxx	xxxx	xxxxxx	1192	xxxx	574	581	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Potent Cap.: xxxx	xxxx	xxxxxx	209	xxxx	522	1003	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Move Cap.: xxxx	xxxx	xxxxxx	190	xxxx	522	1003	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Volume/Cap: xxxx	xxxx	xxxxxx	0.33	xxxx	0.91	0.12	xxxx	xxxx	xxxx	xxxx	xxxxxx	
----- ----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ: xxxxx	xxxx	xxxxxx	1.4	xxxx	10.8	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:xxxxxx	xxxx	xxxxxx	33.1	xxxx	49.0	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move: *	*	*	D	*	E	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.: xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd ConDel:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel: xxxxxx			47.2			xxxxxx			xxxxxx			
ApproachLOS:	*		E			*			*		*	

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Bordeaux Dr / Moffett Park Dr

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	63	0	477	118	382	0	0	566	15
ApproachDel:	xxxxxx			47.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=540]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1621]

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 #15 Bordeaux Dr / Moffett Park Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	1	1	0	1	0	0	0	1	0
Initial Vol:	0	0	0	0	63	0	477		118	382	0		0	566	15	

Major Street Volume: 1081

Minor Approach Volume: 540

Minor Approach Volume Threshold: 341

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).

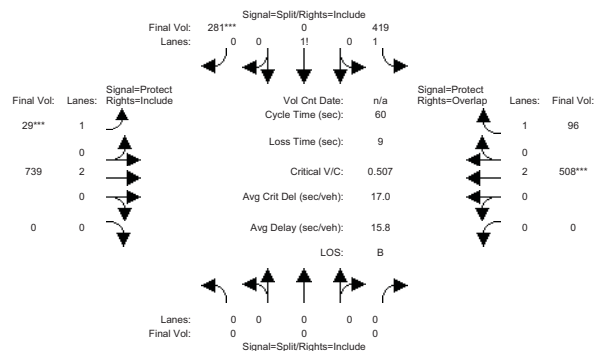
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1184 Mathilda Avenue TIA

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

Intersection #16: Innovation Way / Moffett Park Dr



Street Name:	Innovation Way						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	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:												
Base Vol:	0	0	0	419	0	281	29	739	0	0	508	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:	0	0	0	419	0	281	29	739	0	0	508	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:	0	0	0	419	0	281	29	739	0	0	508	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:	0	0	0	419	0	281	29	739	0	0	508	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	281	29	739	0	0	508	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	419	0	281	29	739	0	0	508	96
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	1.43	0.00	0.57	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2497	0	1003	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	0.02	0.19	0.00	0.00	0.13	0.05
Crit Moves:												
Green Time:	0.0	0.0	0.0	29.8	0.0	29.8	7.0	21.2	0.0	0.0	14.2	44.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.56	0.14	0.55	0.00	0.00	0.56	0.07
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	12.4	25.3	17.2	0.0	0.0	22.7	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	9.6	0.0	12.4	25.3	17.2	0.0	0.0	22.7	2.4
LOS by Move:	A	A	A	A	A	B	C	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	4	0	7	1	6	0	0	5	1

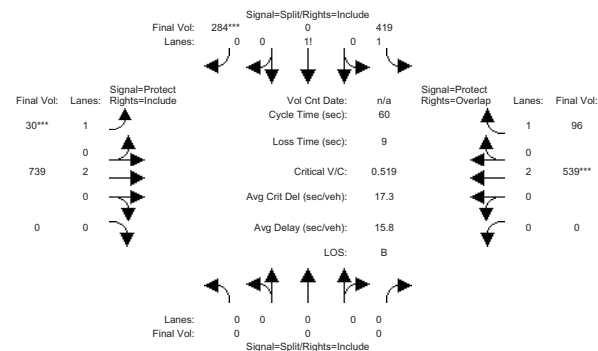
Note: Queue reported is the number of cars per lane.

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1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #16: Innovation Way / Moffett Park Dr



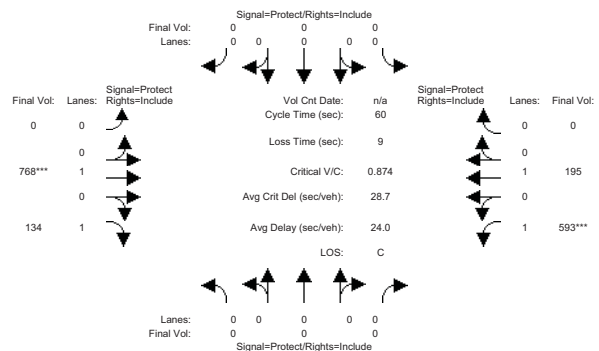
Street Name:	Innovation Way						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	419	0	284	30	739	0	0	539	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:	0	0	0	419	0	284	30	739	0	0	539	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:	0	0	0	419	0	284	30	739	0	0	539	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:	0	0	0	419	0	284	30	739	0	0	539	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	284	30	739	0	0	539	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	419	0	284	30	739	0	0	539	96
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	1.42	0.00	0.58	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2493	0	1007	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	0.02	0.19	0.00	0.00	0.14	0.05
Crit Moves:												
Green Time:	0.0	0.0	0.0	29.3	0.0	29.3	7.0	21.7	0.0	0.0	14.7	44.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.58	0.15	0.54	0.00	0.00	0.58	0.07
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	13.0	25.3	16.7	0.0	0.0	22.5	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	9.9	0.0	13.0	25.3	16.7	0.0	0.0	22.5	2.4
LOS by Move:	A	A	A	A	A	B	C	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	4	0	8	1	6	0	0	5	1

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

1184 Mathilda Avenue TIA

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

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB						On-Ramp			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:															
Base Vol:	0	0	0	0	0	0	0	768	134	593	195	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	768	134	593	195	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	768	134	593	195	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	768	134	593	195	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	768	134	593	195	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	768	134	593	195	0			

Saturation Flow Module:											
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900

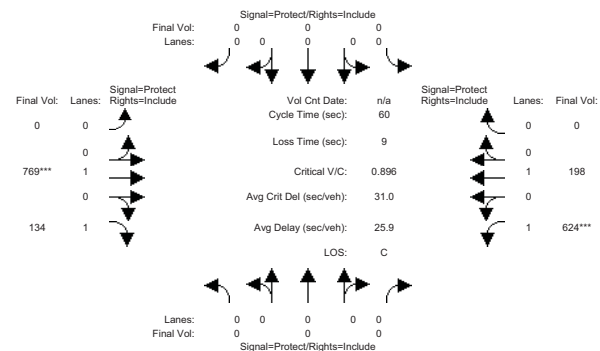
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.08	0.34	0.10	0.00
Crit Moves:									****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.7	27.7	23.3	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.17	0.87	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	9.8	31.7	0.9	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	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	9.8	31.7	0.9	0.0
LOS by Move:	A	A	A	A	A	A	A	A	C	A	C	A	A
HCM2Kv90:	0	0	0	0	0	0	0	0	17	2	15	1	

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

1184 Mathilda Avenue TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #17: US 101 NB On-Ramp / Moffett Park Dr



Street Name:	US 101 NB On-Ramp						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:												
Base Vol:	0	0	0	0	0	0	0	769	134	624	198	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	769	134	624	198	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	769	134	624	198	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	769	134	624	198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	769	134	624	198	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	769	134	624	198	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	

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.08	0.36	0.10	0.00
Crit Moves:								****		****		
Green Time:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.1	27.1	23.9	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.17	0.90	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	10.2	33.3	0.9	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
AdjDel1/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	10.2	33.3	0.9	0.0
LOS by Move:	A	A	A	A	A	A	A	C	B+	C-	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	17	2	16	1	

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

Appendix E

Page 1 – Approved But Not Yet Built Projects Trip Generation

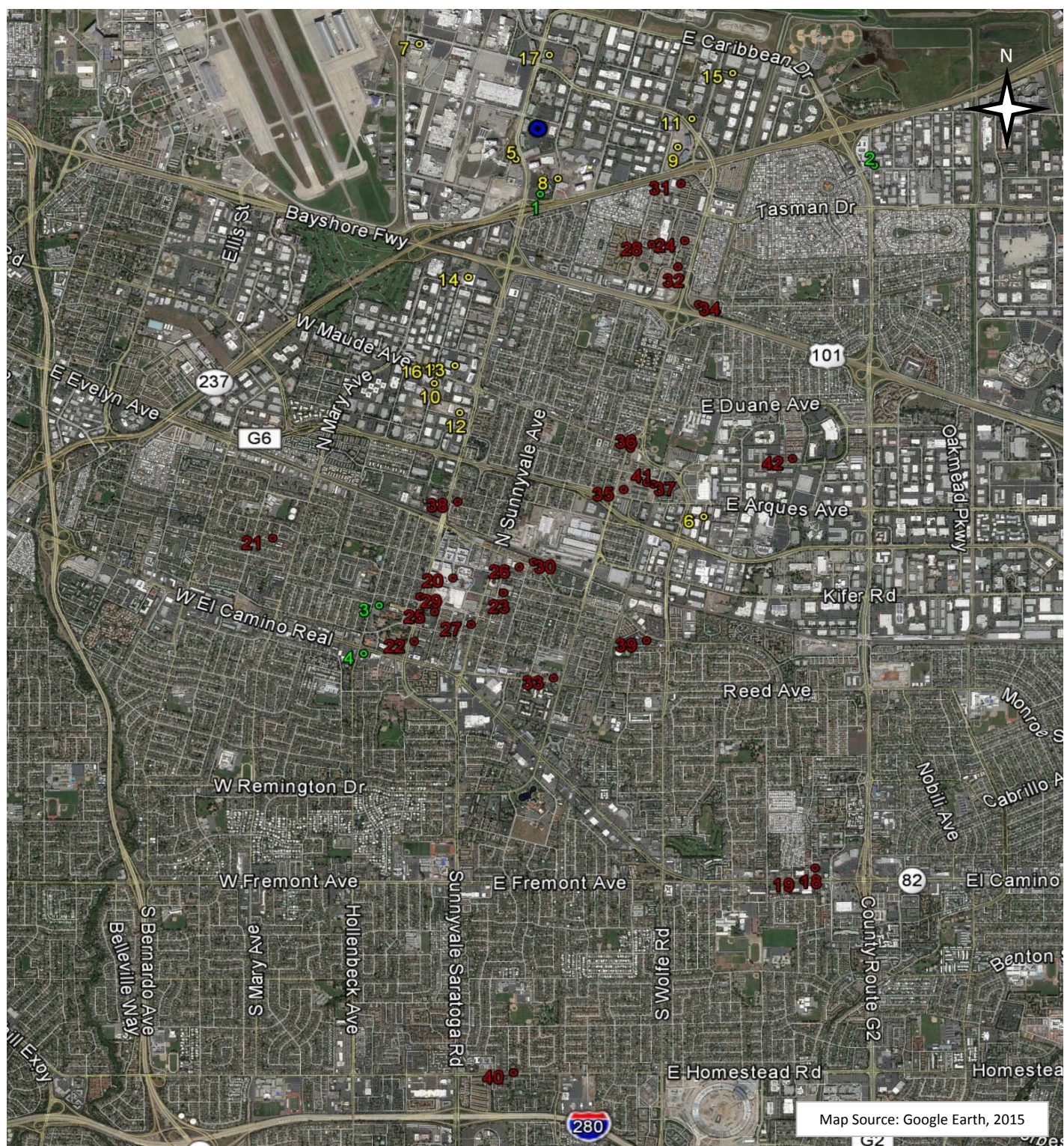
Page 2 – Pending Projects Trip Generation

#	Project Type	Address	Proposed SF/ Units	Proposed Use(s)	Daily Trips	AM Peak Hour	AM In	AM Out	PM Peak Hour	PM In	PM Out
1	Commercial	1100 N Mathilda	169	Hotel	1,508	113	66	47	118	58	60
2	Commercial	1101 Elko Dr	51	Hotel	455	34	20	14	36	18	18
3	Commercial	420 S Pastoria Ave	188	Day Care Center	790	204	108	96	170	84	86
4	Commercial	696 W El Camino Real	9,836	Retail	420	9	6	3	36	17	19
5	Industrial	1080 Innovation Way	125,000	Office	1,379	195	172	23	186	32	154
6	Industrial	280 Santa Ana Ct	777,000	Office	6,770	974	858	116	907	167	740
7	Industrial	1081 Innovation Way	2,430,000	Office R&D	4,799	759	750	9	580	107	473
8	Industrial	1152 Bordeaux	1,779,554	Office R&D	9,581	1,441	1,196	245	1,264	190	1,074
9	Industrial	1221 Crossman Ave	541,214	Office R&D	3,098	466	387	79	409	61	348
10	Industrial	479 N Pastoria Ave	52,394	Office R&D	425	64	53	11	56	8	48
11	Industrial	495 E Java Drive	413,812	Office	4,564	646	568	78	617	105	512
12	Industrial	433 N Mathilda	213,126	Office	1,351	191	168	23	181	31	151
13	Industrial	505 -599 N Mathilda	413,746	Office	3,047	471	401	70	386	44	341
14	Industrial	645 Almanor Ave	172,675	Office R&D	1,612	213	177	36	212	32	180
15	Industrial	549 Baltic Way	483,000	Office	2,183	308	271	37	295	50	245
16	Industrial	815 Maude Ave	23,340	Office R&D	71	10	8	2	9	2	7
17	Industrial	589 W. Java	339,000	Office	1,848	262	231	31	250	43	207
18	Residential	1050 Helen Av.	7	Single Family Homes	48	3	0	3	5	3	2
19	Mixed Use	1095 W El Camino Real	41,000/156	Medical Office/Apartments	1,726	131	69	62	335	179	156
20	Mixed Use	2502 Town Center Ln.	1,000,000/292/275,000	Retail/Apartments/Office	16,946	847	575	272	1,923	876	1,047
21	Residential	1071 Noriega	10	Townhomes	-15	-2	0	-2	-13	-9	-4
22	Mixed Use	560 S Mathilda	15/5,500	Townhomes/Office	85	12	8	4	12	4	8
23	Residential	238 Carroll St	24	Townhomes	-20	-11	-17	6	-9	4	-13
24	Residential	1101 N Fair Oaks Ave	97	Townhomes	280	6	-26	32	11	29	-18
25	Residential	300 Iowa	13	Apartments	-42	-11	-15	4	4	11	-7
26	Residential	388-394 E Evelyn Ave	67	Apartments	279	30	5	25	95	64	31
27	Residential	441 S Sunnyvale Avenue	4	Single Family Homes	19	1	0	1	2	2	0
28	Residential	435 Toyama Drive	18	Townhomes	62	2	-4	6	3	5	-2
29	Residential	455 Mathilda Ave	105	Townhomes	290	1	-32	33	12	30	-18
30	Residential	457-475 E Evelyn Ave	117	Apartments	436	12	-30	42	144	116	28
31	Residential	470 Persian Dr	47	Townhomes	106	-1	-15	14	1	13	-12
32	Residential	520 E Weddell	465	Apartments	1,665	63	-102	165	97	157	-60
33	Residential	585 Old San Francisco Rd.	6	Townhomes	25	2	1	1	2	1	1
34	Residential	610 E. Weddell Dr.	205	Apartments	1,366	104	21	83	131	85	46
35	Residential	617 E Arques Ave	85	Townhomes	300	11	-17	28	17	26	-9
36	Residential	620 E. Maude	121	Townhomes	703	53	9	44	63	42	21
37	Residential	698 E. Taylor Ave	48	Townhomes	116	-1	-15	14	2	14	-12
38	Residential	363 Beemer	2	Single Family Homes	9	1	1	0	1	0	1
39	Residential	822 E Evelyn Ave	31	Townhomes	84	1	-9	10	3	9	-6
40	Residential	523 E. Homestead Rd.	7	Single Family Homes	38	3	0	3	4	2	2
41	Residential	680 E Taylor	18	Townhomes	4	-5	-10	5	-5	4	-9
42	Residential	975 Stewart	57	Apartments	237	10	-11	21	72	58	14
Total Approved Projects					68,648	7,622	5,826	1,796	8,624	2,774	5,850

#	Project Type	Address	Proposed SF/ Units	Proposed Use(s)	Daily Trips	AM Peak Hour	AM In	AM Out	PM Peak Hour	PM In	PM Out
1	Commercial	1010 Sunnyvale Saratoga Rd.	14,578	Retail	1,413	50	26	24	144	72	72
2	Commercial	250 E. Java Dr	168/3,000	Hotel/Retail	1,048	98	55	43	77	36	41
3	Commercial	725 S. Fair Oaks	187	Hotel	1,336	41	27	14	54	18	36
4	Commercial	1500 Partridge Ave	33,728	Private School K-8	697	391	215	176	220	108	112
5	Commercial	590 W El Camino Real	92	Hotel	821	57	33	24	57	28	29
6	Commercial	696 N Mathilda Ave	4,387	Fast Food w/Drive Thru	2,176	195	98	97	138	72	66
7	Commercial	750 Lakeway Drive	311	Hotel	705	53	31	22	56	28	28
8	Commercial	861 E. El Camino Real	166	Hotel	-683	34	24	10	-105	-51	-54
9	Industrial	1240 Crossman	525,000	Office	2,373	336	296	40	320	54	266
10	Industrial	215 Moffett Park Drive	248,460/5,000	Office R&D/Restaurant	1,123	123	87	36	114	38	76
11	Industrial	615 N Mathilda Ave	132,000	Office R&D	309	60	45	15	35	8	27
12	Industrial	767 N Mathilda Ave	234,000	Office R&D	1,631	217	200	17	188	1	187
13	Industrial	1111 Lockheed Martin Way	1,651,795	Office	4,464	648	517	131	531	113	418
14	Mixed Use	833 W El Camino Real	50/5,000/53	Apartments/Retail/Hotel	-41	43	14	29	45	36	9
15	Residential	1130 Prunelle Ct.	4	Single Family Homes	28	2	1	1	3	2	1
16	Residential	711 E. Evelyn Ave	11	Townhomes	64	-1	-3	2	-2	0	-2
17	Residential	755 E. Evelyn Ave	42	Townhomes	90	-2	-15	13	1	12	-11
18	Residential	625 E Taylor	20	Townhomes	91	6	-1	7	7	7	0
19	Residential	688 Morse Ave	3	Townhomes	7	0	0	0	1	0	1
20	Residential	221 N. Mathilda Ave	128,224	Office	1,645	239	211	28	220	42	178
21	Residential	871 E Fremont Ave	41	Townhomes	219	16	2	14	19	13	6
22	Residential	915 De Guigne	451	Townhomes	796	-43	-178	135	-19	127	-146
23	Industrial	520 Almanor Ave	192,000/4,000	Office/Retail	1,731	230	201	29	223	46	177
24	Industrial	845 W. Maude Ave	39,233	Office	294	43	38	5	39	8	31
Total Pending Projects					22,337	2,836	1,924	912	2,366	818	1,548

Appendix F

Approved But Not Yet Built Projects Location Map

**LEGEND**

Project Location



Study Intersection

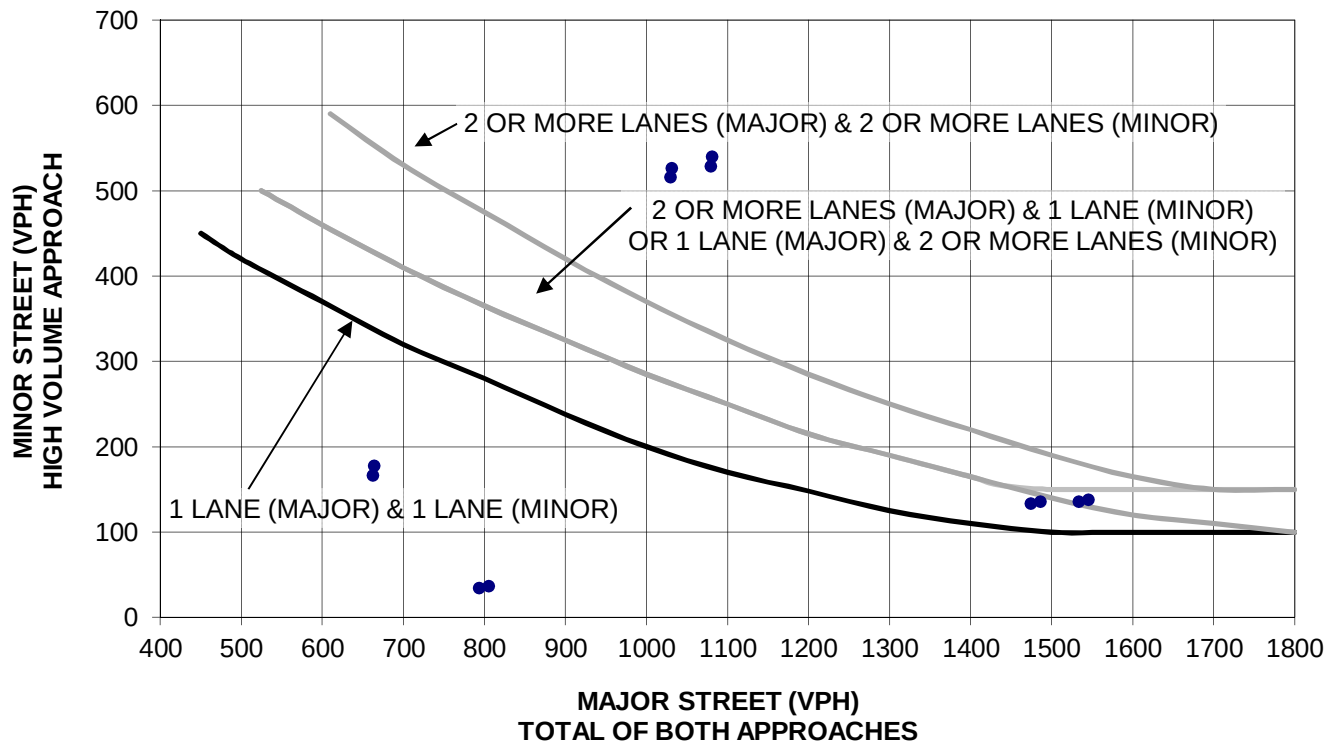


Note: Approved Project Locations Shown in Green (Commercial), Yellow (Industrial)
and Red (Mixed-Use/Residential)

Appendix G

MUTCD Peak Hour Signal Warrants

Int 15 - Bordeaux-Moffett Park

CALTRANS PEAK HOUR VOLUME SIGNAL WARRANT (Urban Areas)

Scenario	Major	Minor	Warrant
	East/West	North/South	Met?
A. Exist AM	793	35	No
B. Exist PM	662	167	No
C. Ex+Proj AM	805	37	No
D. Ex+Proj PM	664	178	No
E. Back AM	1474	134	Yes
F. Back PM	1029	516	Yes
G. Back+Proj AM	1486	136	Yes
H. Back+Proj PM	1031	527	Yes
I. Cumul AM	1533	136	Yes
J. Cumul PM	1079	529	Yes
K. Cumul+Proj AM	1545	138	Yes
L. Cumul+Proj PM	1081	540	Yes

Notes:

1. 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2. Bold line applies to intersection geometry.

Appendix H

Queuing Analysis Calculations

Left-Turn Vehicle Queuing Analysis Summary

#1. Mathilda Avenue / 5th Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	28	28	637	637	828	828	18	29	18	29	19	30
Volume Per Lane (vphpl)	14	14	319	319	414	414	18	29	18	29	19	30
Average Queue (veh/ln)	0.4	0.4	8.0	8.0	10.4	10.4	0.5	0.7	0.5	0.7	0.5	0.8
Average Queue (ft/ln)	0	0	200	200	250	250	0	25	0	25	0	25
95th % Queue (veh/ln)	1	1	13	13	16	16	2	2	2	2	2	2
95th % Queue (ft/ln)	25	25	325	325	400	400	50	50	50	50	50	50
Available Storage (ft/ln)	395	395	395	395	395	395	218	218	218	218	218	218
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	8	8	8	8	29	29	6	45	6	45	6	45
Volume Per Lane (vphpl)	4	4	4	4	15	15	6	45	6	45	6	45
Average Queue (veh/ln)	0.1	0.1	0.1	0.1	0.4	0.4	0.2	1.1	0.2	1.1	0.2	1.1
Average Queue (ft/ln)	0	0	0	0	0	0	0	25	0	25	0	25
95th % Queue (veh/ln)	1	1	1	1	2	2	1	3	1	3	1	3
95th % Queue (ft/ln)	25	25	25	25	50	50	25	75	25	75	25	75
Storage (ft/ln)	331	331	331	331	331	331	210	210	210	210	210	210
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
#1. Mathilda Avenue / 5th Avenue												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	100	100	100	100	100	100	100	100	100	100	100	100
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	90	90	184	184	233	233	4	6	4	6	4	6
Volume Per Lane (vphpl)	45	45	92	92	117	117	4	6	4	6	4	6
Average Queue (veh/ln)	1.3	1.3	2.6	2.6	3.2	3.2	0.1	0.2	0.1	0.2	0.1	0.2
Average Queue (ft/ln)	25	25	75	75	75	75	0	0	0	0	0	0
95th % Queue (veh/ln)	3	3	5	5	6	6	1	1	1	1	1	1
95th % Queue (ft/ln)	75	75	125	125	150	150	25	25	25	25	25	25
Available Storage (ft/ln)	395	395	395	395	395	395	218	218	218	218	218	218
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	100	100	100	100	100	100	100	100	100	100	100	100
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	14	14	14	14	73	73	5	169	5	169	5	169
Volume Per Lane (vphpl)	7	7	7	7	37	37	5	169	5	169	5	169
Average Queue (veh/ln)	0.2	0.2	0.2	0.2	1.0	1.0	0.1	4.7	0.1	4.7	0.1	4.7
Average Queue (ft/ln)	0	0	0	0	25	25	0	125	0	125	0	125
95th % Queue (veh/ln)	1	1	1	1	3	3	1	8	1	8	1	8
95th % Queue (ft/ln)	25	25	25	25	75	75	25	200	25	200	25	200
Storage (ft/ln)	331	331	331	331	331	331	210	210	210	210	210	210
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Left-Turn Vehicle Queuing Analysis Summary

#2. Mathilda Avenue / Innovation Way												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	353	353	923	923	949	949	0	0	2	2	2	2
Volume Per Lane (vphpl)	177	177	462	462	475	475	0	0	2	2	2	2
Average Queue (veh/In)	4.4	4.4	11.5	11.5	11.9	11.9	0.0	0.0	0.1	0.1	0.1	0.1
Average Queue (ft/In)	100	100	300	300	300	300	0	0	0	0	0	0
95th % Queue (veh/In)	8	8	17	17	18	18	0	0	0	0	0	0
95th % Queue (ft/In)	200	200	425	425	450	450	0	0	0	0	0	0
Available Storage (ft/In)	364	364	364	364	364	364	75	75	75	75	75	75
Adequate for 95% Queue?	Yes	Yes	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	90	90	90	90	90	90	N/A					
Lanes	1	1	1	1	1	1						
Total Volume (vph)	18	21	20	23	21	24						
Volume Per Lane (vphpl)	18	21	20	23	21	24						
Average Queue (veh/In)	0.5	0.5	0.5	0.6	0.5	0.6						
Average Queue (ft/In)	0	25	25	25	25	25						
95th % Queue (veh/In)	2	2	2	2	2	2						
95th % Queue (ft/In)	50	50	50	50	50	50						
Storage (ft/In)	165	165	165	165	165	165						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						
#2. Mathilda Avenue / Innovation Way												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	100	100	100	100	100	100	100	100	100	100	100	100
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	38	38	195	195	198	198	3	3	3	3	3	3
Volume Per Lane (vphpl)	19	19	98	98	99	99	3	3	3	3	3	3
Average Queue (veh/In)	0.5	0.5	2.7	2.7	2.8	2.8	0.1	0.1	0.1	0.1	0.1	0.1
Average Queue (ft/In)	25	25	75	75	75	75	0	0	0	0	0	0
95th % Queue (veh/In)	2	2	6	6	6	6	1	1	1	1	1	1
95th % Queue (ft/In)	50	50	150	150	150	150	25	25	25	25	25	25
Available Storage (ft/In)	364	364	364	364	364	364	75	75	75	75	75	75
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	100	100	100	100	100	100	N/A					
Lanes	1	1	1	1	1	1						
Total Volume (vph)	49	50	58	59	62	63						
Volume Per Lane (vphpl)	49	50	58	59	62	63						
Average Queue (veh/In)	1.4	1.4	1.6	1.6	1.7	1.8						
Average Queue (ft/In)	25	25	50	50	50	50						
95th % Queue (veh/In)	3	4	4	4	4	4						
95th % Queue (ft/In)	75	100	100	100	100	100						
Storage (ft/In)	165	165	165	165	165	165						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						

Left-Turn Vehicle Queuing Analysis Summary

#3. Mathilda Avenue / Moffett Park Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	624	624	700	700	936	936	3	3	7	7	7	7
Volume Per Lane (vphpl)	312	312	350	350	468	468	3	3	7	7	7	7
Average Queue (veh/In)	6.9	6.9	7.8	7.8	10.4	10.4	0.1	0.1	0.2	0.2	0.2	0.2
Average Queue (ft/In)	175	175	200	200	250	250	0	0	0	0	0	0
95th % Queue (veh/In)	12	12	13	13	16	16	1	1	1	1	1	1
95th % Queue (ft/In)	300	300	325	325	400	400	25	25	25	25	25	25
Available Storage (ft/In)	175	175	175	175	175	175	150	150	150	150	150	150
Adequate for 95% Queue?	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	1	1	1	1	1	1	2	2	2	2	2	2
Total Volume (vph)	17	17	17	17	18	18	102	102	236	236	273	273
Volume Per Lane (vphpl)	17	17	17	17	18	18	51	51	118	118	137	137
Average Queue (veh/In)	0.4	0.4	0.4	0.4	0.4	0.4	1.1	1.1	2.6	2.6	3.0	3.0
Average Queue (ft/In)	0	0	0	0	0	0	25	25	75	75	75	75
95th % Queue (veh/In)	2	2	2	2	2	2	3	3	6	6	6	6
95th % Queue (ft/In)	50	50	50	50	50	50	75	75	150	150	150	150
Storage (ft/In)	325	325	325	325	325	325	285	285	285	285	285	285
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
#3. Mathilda Avenue / Moffett Park Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	115	115	145	145	195	195	33	33	45	45	47	47
Volume Per Lane (vphpl)	58	58	73	73	98	98	33	33	45	45	47	47
Average Queue (veh/In)	1.3	1.3	1.6	1.6	2.2	2.2	0.7	0.7	1.0	1.0	1.0	1.0
Average Queue (ft/In)	25	25	50	50	50	50	25	25	25	25	25	25
95th % Queue (veh/In)	3	3	4	4	5	5	2	2	3	3	3	3
95th % Queue (ft/In)	75	75	100	100	125	125	50	50	75	75	75	75
Available Storage (ft/In)	175	175	175	175	175	175	150	150	150	150	150	150
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	1	1	1	1	1	1	2	2	2	2	2	2
Total Volume (vph)	69	69	69	69	74	74	314	314	773	773	878	878
Volume Per Lane (vphpl)	69	69	69	69	74	74	157	157	387	387	439	439
Average Queue (veh/In)	1.5	1.5	1.5	1.5	1.6	1.6	3.5	3.5	8.6	8.6	9.8	9.8
Average Queue (ft/In)	50	50	50	50	50	50	75	75	225	225	250	250
95th % Queue (veh/In)	4	4	4	4	4	4	7	7	14	14	15	15
95th % Queue (ft/In)	100	100	100	100	100	100	175	175	350	350	375	375
Available Storage (ft/In)	325	325	325	325	325	325	285	285	285	285	285	285
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No

Left-Turn Vehicle Queuing Analysis Summary

#4. Mathilda Avenue / SR 237 WB Ramps												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	80	80	80	80	80	N/A					
Lanes	1	1	1	1	1	1						
Total Volume (vph)	131	131	131	131	141	141						
Volume Per Lane (vphpl)	131	131	131	131	141	141						
Average Queue (veh/In)	2.9	2.9	2.9	2.9	3.1	3.1						
Average Queue (ft/In)	75	75	75	75	75	75						
95th % Queue (veh/In)	6	6	6	6	6	6						
95th % Queue (ft/In)	150	150	150	150	150	150						
Available Storage (ft/In)	175	175	175	175	175	175						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	N/A						80	80	80	80	80	80
Lanes							2	2	2	2	2	2
Total Volume (vph)							566	566	622	622	788	788
Volume Per Lane (vphpl)							283	283	311	311	394	394
Average Queue (veh/In)							6.3	6.3	6.9	6.9	8.8	8.8
Average Queue (ft/In)							150	150	175	175	225	225
95th % Queue (veh/In)							11	11	11	11	14	14
95th % Queue (ft/In)							275	275	275	275	350	350
Available Storage (ft/In)							310	310	310	310	310	310
Adequate for 95% Queue?							Yes	Yes	Yes	Yes	No	No

#4. Mathilda Avenue / SR 237 WB Ramps												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	80	80	80	80	80	N/A					
Lanes	1	1	1	1	1	1						
Total Volume (vph)	112	112	112	112	120	120						
Volume Per Lane (vphpl)	112	112	112	112	120	120						
Average Queue (veh/In)	2.5	2.5	2.5	2.5	2.7	2.7						
Average Queue (ft/In)	50	50	50	50	75	75						
95th % Queue (veh/In)	5	5	5	5	6	6						
95th % Queue (ft/In)	125	125	125	125	150	150						
Available Storage (ft/In)	175	175	175	175	175	175						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	N/A						80	80	80	80	80	80
Lanes							2	2	2	2	2	2
Total Volume (vph)							694	694	706	706	772	772
Volume Per Lane (vphpl)							347	347	353	353	386	386
Average Queue (veh/In)							7.7	7.7	7.8	7.8	8.6	8.6
Average Queue (ft/In)							200	200	200	200	225	225
95th % Queue (veh/In)							13	13	13	13	14	14
95th % Queue (ft/In)							325	325	325	325	350	350
Available Storage (ft/In)							310	310	310	310	310	310
Adequate for 95% Queue?							No	No	No	No	No	No

Left-Turn Vehicle Queuing Analysis Summary

#5. Mathilda Avenue / SR 237 EB Ramps												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)			N/A				75	75	75	75	75	75
Lanes							1	1	1	1	1	1
Total Volume (vph)							58	63	99	104	123	128
Volume Per Lane (vphpl)							58	63	99	104	123	128
Average Queue (veh/ln)							1.2	1.3	2.1	2.2	2.6	2.7
Average Queue (ft/ln)							25	25	50	50	75	75
95th % Queue (veh/ln)							3	3	5	5	5	6
95th % Queue (ft/ln)							75	75	125	125	125	150
Available Storage (ft/ln)							170	170	170	170	170	170
Adequate for 95% Queue?							Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	75	75	75	75	75	75				N/A		
Lanes	2	2	2	2	2	2						
Total Volume (vph)	809	881	1572	1644	1820	1892						
Volume Per Lane (vphpl)	405	441	786	822	910	946						
Average Queue (veh/ln)	8.4	9.2	16.4	17.1	19.0	19.7						
Average Queue (ft/ln)	200	225	400	425	475	500						
95th % Queue (veh/ln)	13	14	23	24	26	27						
95th % Queue (ft/ln)	325	350	575	600	650	675						
Available Storage (ft/ln)	450	450	450	450	450	450						
Adequate for 95% Queue?	Yes	Yes	No	No	No	No						
#5. Mathilda Avenue / SR 237 EB Ramps												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)			N/A				80	80	80	80	80	80
Lanes							1	1	1	1	1	1
Total Volume (vph)							321	342	564	585	656	677
Volume Per Lane (vphpl)							321	342	564	585	656	677
Average Queue (veh/ln)							7.1	7.6	12.5	13.0	14.6	15.0
Average Queue (ft/ln)							175	200	325	325	375	375
95th % Queue (veh/ln)							12	12	19	19	21	22
95th % Queue (ft/ln)							300	300	475	475	525	550
Available Storage (ft/ln)							170	170	170	170	170	170
Adequate for 95% Queue?							No	No	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	80	80	80	80	80	80				N/A		
Lanes	2	2	2	2	2	2						
Total Volume (vph)	174	184	306	316	361	371						
Volume Per Lane (vphpl)	87	92	153	158	181	186						
Average Queue (veh/ln)	1.9	2.0	3.4	3.5	4.0	4.1						
Average Queue (ft/ln)	50	50	75	100	100	100						
95th % Queue (veh/ln)	4	5	7	7	8	8						
95th % Queue (ft/ln)	100	125	175	175	200	200						
Storage (ft/ln)	450	450	450	450	450	450						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						

Left-Turn Vehicle Queuing Analysis Summary

#6. Mathilda Avenue / Ross Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	86	86	86	86	92	92	43	43	46	46	51	51
Volume Per Lane (vphpl)	86	86	86	86	92	92	43	43	46	46	51	51
Average Queue (veh/In)	1.9	1.9	1.9	1.9	2.0	2.0	1.0	1.0	1.0	1.0	1.1	1.1
Average Queue (ft/In)	50	50	50	50	50	50	25	25	25	25	25	25
95th % Queue (veh/In)	4	4	4	4	5	5	3	3	3	3	3	3
95th % Queue (ft/In)	100	100	100	100	125	125	75	75	75	75	75	75
Available Storage (ft/In)	130	130	130	130	130	130	185	185	185	185	185	185
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	37	37	37	37	40	40	171	171	175	175	188	188
Volume Per Lane (vphpl)	37	37	37	37	40	40	171	171	175	175	188	188
Average Queue (veh/In)	0.8	0.8	0.8	0.8	0.9	0.9	3.8	3.8	3.9	3.9	4.2	4.2
Average Queue (ft/In)	25	25	25	25	25	25	100	100	100	100	100	100
95th % Queue (veh/In)	3	3	3	3	3	3	7	7	7	7	8	8
95th % Queue (ft/In)	75	75	75	75	75	75	175	175	175	175	200	200
Available Storage (ft/In)	100	100	100	100	100	100	35	35	35	35	35	35
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
#6. Mathilda Avenue / Ross Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	42	42	42	42	45	45	191	191	205	205	223	223
Volume Per Lane (vphpl)	42	42	42	42	45	45	191	191	205	205	223	223
Average Queue (veh/In)	0.9	0.9	0.9	0.9	1.0	1.0	4.2	4.2	4.6	4.6	5.0	5.0
Average Queue (ft/In)	25	25	25	25	25	25	100	100	125	125	125	125
95th % Queue (veh/In)	3	3	3	3	3	3	8	8	8	8	9	9
95th % Queue (ft/In)	75	75	75	75	75	75	200	200	200	200	225	225
Available Storage (ft/In)	130	130	130	130	130	130	185	185	185	185	185	185
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	80	80	80	80	80	80	80	80	80	80	80	80
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	63	63	63	63	68	68	129	129	130	130	140	140
Volume Per Lane (vphpl)	63	63	63	63	68	68	129	129	130	130	140	140
Average Queue (veh/In)	1.4	1.4	1.4	1.4	1.5	1.5	2.9	2.9	2.9	2.9	3.1	3.1
Average Queue (ft/In)	25	25	25	25	50	50	75	75	75	75	75	75
95th % Queue (veh/In)	4	4	4	4	4	4	6	6	6	6	6	6
95th % Queue (ft/In)	100	100	100	100	100	100	150	150	150	150	150	150
Available Storage (ft/In)	100	100	100	100	100	100	35	35	35	35	35	35
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No

Left-Turn Vehicle Queuing Analysis Summary

#7. Mathilda Avenue / Ahwanee Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	68	68	110	110	156	156	104	104	104	104	112	112
Volume Per Lane (vphpl)	68	68	110	110	156	156	104	104	104	104	112	112
Average Queue (veh/ln)	1.7	1.7	2.8	2.8	3.9	3.9	2.6	2.6	2.6	2.6	2.8	2.8
Average Queue (ft/ln)	50	50	75	75	100	100	75	75	75	75	75	75
95th % Queue (veh/ln)	4	4	6	6	7	7	5	5	5	5	6	6
95th % Queue (ft/ln)	100	100	150	150	175	175	125	125	125	125	150	150
Available Storage (ft/ln)	345	345	345	345	345	345	112	112	112	112	112	112
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	63	68	94	99	116	121	59	59	59	59	63	63
Volume Per Lane (vphpl)	32	34	47	50	58	61	59	59	59	59	63	63
Average Queue (veh/ln)	0.8	0.9	1.2	1.2	1.5	1.5	1.5	1.5	1.5	1.5	1.6	1.6
Average Queue (ft/ln)	25	25	25	25	25	50	25	25	25	25	50	50
95th % Queue (veh/ln)	2	3	3	3	4	4	4	4	4	4	4	4
95th % Queue (ft/ln)	50	75	75	75	100	100	100	100	100	100	100	100
Storage (ft/ln)	185	185	185	185	185	185	230	230	230	230	230	230
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

#7. Mathilda Avenue / Ahwanee Avenue												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	38	38	43	43	49	49	152	152	152	152	165	165
Volume Per Lane (vphpl)	38	38	43	43	49	49	152	152	152	152	165	165
Average Queue (veh/ln)	1.7	1.7	1.9	1.9	2.2	2.2	6.8	6.8	6.8	6.8	7.3	7.3
Average Queue (ft/ln)	50	50	50	50	50	50	175	175	175	175	175	175
95th % Queue (veh/ln)	4	4	4	4	5	5	11	11	11	11	12	12
95th % Queue (ft/ln)	100	100	100	100	125	125	275	275	275	275	300	300
Available Storage (ft/ln)	345	345	345	345	345	345	112	112	112	112	112	112
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	293	294	401	402	558	559	41	41	41	41	44	44
Volume Per Lane (vphpl)	147	147	201	201	279	280	41	41	41	41	44	44
Average Queue (veh/ln)	6.5	6.5	8.9	8.9	12.4	12.4	1.8	1.8	1.8	1.8	2.0	2.0
Average Queue (ft/ln)	175	175	225	225	300	300	50	50	50	50	50	50
95th % Queue (veh/ln)	11	11	14	14	18	18	4	4	4	4	4	4
95th % Queue (ft/ln)	275	275	350	350	450	450	100	100	100	100	100	100
Available Storage (ft/ln)	185	185	185	185	185	185	230	230	230	230	230	230
Adequate for 95% Queue?	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes

Left-Turn Vehicle Queuing Analysis Summary

#8. Mathilda Avenue / San Aleso Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	80	90	90	90	90	90	90	90	90	90	90	90
Lanes	1	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	34	34	34	34	37	37	66	67	66	67	77	78
Volume Per Lane (vphpl)	34	17	17	17	19	19	66	67	66	67	77	78
Average Queue (veh/ln)	0.8	0.4	0.4	0.4	0.5	0.5	1.7	1.7	1.7	1.7	1.9	2.0
Average Queue (ft/ln)	25	0	0	0	0	0	50	50	50	50	50	50
95th % Queue (veh/ln)	0	0	0	0	0	0	0	0	0	0	0	0
95th % Queue (ft/ln)	0	0	0	0	0	0	0	0	0	0	0	0
Available Storage (ft/ln)	200	395	395	395	395	395	175	218	218	218	218	218
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	1	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	3	3	3	3	3	3	32	32	32	32	36	36
Volume Per Lane (vphpl)	3	2	2	2	2	2	32	32	32	32	36	36
Average Queue (veh/ln)	0.1	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.9	0.9
Average Queue (ft/ln)	0	0	0	0	0	0	25	25	25	25	25	25
95th % Queue (veh/ln)	0	0	0	0	0	0	0	0	0	0	0	0
95th % Queue (ft/ln)	0	0	0	0	0	0	0	0	0	0	0	0
Storage (ft/ln)	70	331	331	331	331	331	100	210	210	210	210	210
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
#8. Mathilda Avenue / San Aleso Avenue												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	160	100	100	100	100	100	100	100	100	100	100	100
Lanes	1	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	14	14	14	14	15	15	84	86	84	86	209	211
Volume Per Lane (vphpl)	14	7	7	7	8	8	84	86	84	86	209	211
Average Queue (veh/ln)	0.6	0.2	0.2	0.2	0.2	0.2	2.3	2.4	2.3	2.4	5.8	5.9
Average Queue (ft/ln)	25	0	0	0	0	0	50	50	50	50	150	150
95th % Queue (veh/ln)	0	0	0	0	0	0	0	0	0	0	0	0
95th % Queue (ft/ln)	0	0	0	0	0	0	0	0	0	0	0	0
Available Storage (ft/ln)	395	395	395	395	395	395	218	218	218	218	218	218
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	100	100	100	100	100	100	100	100	100	100	100	100
Lanes	1	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	41	41	41	41	44	44	73	73	73	73	80	80
Volume Per Lane (vphpl)	41	21	21	21	22	22	73	73	73	73	80	80
Average Queue (veh/ln)	1.1	0.6	0.6	0.6	0.6	0.6	2.0	2.0	2.0	2.0	2.2	2.2
Average Queue (ft/ln)	25	25	25	25	25	25	50	50	50	50	50	50
95th % Queue (veh/ln)	0	0	0	0	0	0	0	0	0	0	0	0
95th % Queue (ft/ln)	0	0	0	0	0	0	0	0	0	0	0	0
Storage (ft/ln)	331	331	331	331	331	331	210	210	210	210	210	210
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Left-Turn Vehicle Queuing Analysis Summary

#9. Mathilda Avenue / Maude Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	110	110	110	110	110	110	110	110	110	110	110	110
Lanes	2	2	2	2	2	2	2	2	2	2	2	2
Total Volume (vph)	440	440	473	473	580	580	130	131	160	161	175	176
Volume Per Lane (vphpl)	220	220	237	237	290	290	65	66	80	81	88	88
Average Queue (veh/In)	6.7	6.7	7.2	7.2	8.9	8.9	2.0	2.0	2.4	2.5	2.7	2.7
Average Queue (ft/In)	175	175	175	175	225	225	50	50	50	50	75	75
95th % Queue (veh/In)	11	11	12	12	14	14	5	5	5	5	6	6
95th % Queue (ft/In)	275	275	300	300	350	350	125	125	125	125	150	150
Available Storage (ft/In)	240	240	240	240	240	240	275	275	275	275	275	275
Adequate for 95% Queue?	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	110	110	110	110	110	110	110	110	110	110	110	110
Lanes	2	2	2	2	2	2	2	2	2	2	2	2
Total Volume (vph)	95	101	138	144	176	182	142	142	164	164	175	175
Volume Per Lane (vphpl)	48	51	69	72	88	91	71	71	82	82	88	88
Average Queue (veh/In)	1.5	1.5	2.1	2.2	2.7	2.8	2.2	2.2	2.5	2.5	2.7	2.7
Average Queue (ft/In)	25	50	50	50	75	75	50	50	75	75	75	75
95th % Queue (veh/In)	4	4	5	5	6	6	5	5	5	5	6	6
95th % Queue (ft/In)	100	100	125	125	150	150	125	125	125	125	150	150
Storage (ft/In)	280	280	280	280	280	280	175	175	175	175	175	175
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

#9. Mathilda Avenue / Maude Avenue												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	2	2	2	2	2	2	2	2	2	2	2	2
Total Volume (vph)	89	89	94	94	110	110	341	345	459	463	538	542
Volume Per Lane (vphpl)	45	45	47	47	55	55	171	173	230	232	269	271
Average Queue (veh/In)	2.0	2.0	2.1	2.1	2.4	2.4	7.6	7.7	10.2	10.3	12.0	12.0
Average Queue (ft/In)	50	50	50	50	50	50	200	200	250	250	300	300
95th % Queue (veh/In)	5	5	5	5	5	5	12	12	16	16	18	18
95th % Queue (ft/In)	125	125	125	125	125	125	300	300	400	400	450	450
Available Storage (ft/In)	240	240	240	240	240	240	275	275	275	275	275	275
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	2	2	2	2	2	2	2	2	2	2	2	2
Total Volume (vph)	353	354	472	473	505	506	122	122	125	125	134	134
Volume Per Lane (vphpl)	177	177	236	237	253	253	61	61	63	63	67	67
Average Queue (veh/In)	7.8	7.9	10.5	10.5	11.2	11.2	2.7	2.7	2.8	2.8	3.0	3.0
Average Queue (ft/In)	200	200	250	275	275	275	75	75	75	75	75	75
95th % Queue (veh/In)	13	13	16	16	17	17	6	6	6	6	6	6
95th % Queue (ft/In)	325	325	400	400	425	425	150	150	150	150	150	150
Available Storage (ft/In)	280	280	280	280	280	280	175	175	175	175	175	175
Adequate for 95% Queue?	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes

Left-Turn Vehicle Queuing Analysis Summary

#10. Mathilda Avenue / Indio Way												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120	120	120
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	102	102	102	102	110	110	23	23	25	25	27	27
Volume Per Lane (vphpl)	102	102	102	102	110	110	23	23	25	25	27	27
Average Queue (veh/In)	3.4	3.4	3.4	3.4	3.7	3.7	0.8	0.8	0.8	0.8	0.9	0.9
Average Queue (ft/In)	75	75	75	75	100	100	25	25	25	25	25	25
95th % Queue (veh/In)	7	7	7	7	7	7	2	2	3	3	3	3
95th % Queue (ft/In)	175	175	175	175	175	175	50	50	75	75	75	75
Available Storage (ft/In)	280	280	280	280	280	280	240	240	240	240	240	240
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	N/A				N/A							
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/In)												
Average Queue (ft/In)												
95th % Queue (veh/In)												
95th % Queue (ft/In)												
Storage (ft/In)												
Adequate for 95% Queue?												

#10. Mathilda Avenue / Indio Way												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	34	34	34	34	37	37	46	46	60	60	63	63
Volume Per Lane (vphpl)	34	34	34	34	37	37	46	46	60	60	63	63
Average Queue (veh/In)	1.5	1.5	1.5	1.5	1.6	1.6	2.0	2.0	2.7	2.7	2.8	2.8
Average Queue (ft/In)	50	50	50	50	50	50	50	50	75	75	75	75
95th % Queue (veh/In)	4	4	4	4	4	4	5	5	6	6	6	6
95th % Queue (ft/In)	100	100	100	100	100	100	125	125	150	150	150	150
Available Storage (ft/In)	280	280	280	280	280	280	240	240	240	240	240	240
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	N/A				N/A							
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/In)												
Average Queue (ft/In)												
95th % Queue (veh/In)												
95th % Queue (ft/In)												
Storage (ft/In)												
Adequate for 95% Queue?												

Left-Turn Vehicle Queuing Analysis Summary

#11. Mathilda Avenue / California Avenue												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	114	114	114	114	258	258	50	50	85	85	95	95
Volume Per Lane (vphpl)	114	114	114	114	258	258	50	50	85	85	95	95
Average Queue (veh/In)	5.1	5.1	5.1	5.1	11.5	11.5	2.2	2.2	3.8	3.8	4.2	4.2
Average Queue (ft/In)	125	125	125	125	275	275	50	50	100	100	100	100
95th % Queue (veh/In)	9	9	9	9	17	17	5	5	7	7	8	8
95th % Queue (ft/In)	225	225	225	225	425	425	125	125	175	175	200	200
Available Storage (ft/In)	360	360	360	360	360	360	175	175	175	175	175	175
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	78	78	130	130	189	189	59	59	59	59	78	78
Volume Per Lane (vphpl)	78	78	130	130	189	189	59	59	59	59	78	78
Average Queue (veh/In)	3.5	3.5	5.8	5.8	8.4	8.4	2.6	2.6	2.6	2.6	3.5	3.5
Average Queue (ft/In)	75	75	150	150	200	200	75	75	75	75	75	75
95th % Queue (veh/In)	7	7	10	10	13	13	6	6	6	6	7	7
95th % Queue (ft/In)	175	175	250	250	325	325	150	150	150	150	175	175
Available Storage (ft/In)	120	120	120	120	120	120	105	105	105	105	105	105
Adequate for 95% Queue?	No	No	No	No	No	No	No	No	No	No	No	No
#11. Mathilda Avenue / California Avenue												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	52	52	52	52	69	69	170	170	228	228	279	279
Volume Per Lane (vphpl)	52	52	52	52	69	69	170	170	228	228	279	279
Average Queue (veh/In)	2.3	2.3	2.3	2.3	3.1	3.1	7.6	7.6	10.1	10.1	12.4	12.4
Average Queue (ft/In)	50	50	50	50	75	75	200	200	250	250	300	300
95th % Queue (veh/In)	5	5	5	5	6	6	12	12	16	16	18	18
95th % Queue (ft/In)	125	125	125	125	150	150	300	300	400	400	450	450
Available Storage (ft/In)	360	360	360	360	360	360	175	175	175	175	175	175
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	160	160	160	160	160	160	160	160	160	160	160	160
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	150	150	169	169	227	227	47	47	47	47	54	54
Volume Per Lane (vphpl)	150	150	169	169	227	227	47	47	47	47	54	54
Average Queue (veh/In)	6.7	6.7	7.5	7.5	10.1	10.1	2.1	2.1	2.1	2.1	2.4	2.4
Average Queue (ft/In)	175	175	200	200	250	250	50	50	50	50	50	50
95th % Queue (veh/In)	11	11	12	12	16	16	5	5	5	5	5	5
95th % Queue (ft/In)	275	275	300	300	400	400	125	125	125	125	125	125
Available Storage (ft/In)	120	120	120	120	120	120	105	105	105	105	105	105
Adequate for 95% Queue?	No	No	No	No	No	No	No	No	No	No	No	No

Left-Turn Vehicle Queuing Analysis Summary

#12. Mathilda Avenue / Java Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	2	2	2	2	2	2
Total Volume (vph)	369	369	369	369	397	397	15	15	15	15	19	19
Volume Per Lane (vphpl)	185	185	185	185	199	199	8	8	8	8	10	10
Average Queue (veh/In)	4.6	4.6	4.6	4.6	5.0	5.0	0.2	0.2	0.2	0.2	0.2	0.2
Average Queue (ft/In)	125	125	125	125	125	125	0	0	0	0	0	0
95th % Queue (veh/In)	8	8	8	8	9	9	1	1	1	1	1	1
95th % Queue (ft/In)	200	200	200	200	225	225	25	25	25	25	25	25
Available Storage (ft/In)	265	265	265	265	265	265	175	175	175	175	175	175
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	8	8	8	8	9	9	88	88	118	118	192	192
Volume Per Lane (vphpl)	4	4	4	4	5	5	88	88	118	118	192	192
Average Queue (veh/In)	0.1	0.1	0.1	0.1	0.1	0.1	2.2	2.2	3.0	3.0	4.8	4.8
Average Queue (ft/In)	0	0	0	0	0	0	50	50	75	75	125	125
95th % Queue (veh/In)	1	1	1	1	1	1	5	5	6	6	9	9
95th % Queue (ft/In)	25	25	25	25	25	25	125	125	150	150	225	225
Storage (ft/In)	240	240	240	240	240	240	315	315	315	315	315	315
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

#12. Mathilda Avenue / Java Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	2	2	2	2	2	2
Total Volume (vph)	61	61	61	61	66	66	29	29	29	29	33	33
Volume Per Lane (vphpl)	31	31	31	31	33	33	15	15	15	15	17	17
Average Queue (veh/In)	0.8	0.8	0.8	0.8	0.8	0.8	0.4	0.4	0.4	0.4	0.4	0.4
Average Queue (ft/In)	25	25	25	25	25	25	0	0	0	0	0	0
95th % Queue (veh/In)	2	2	2	2	3	3	2	2	2	2	2	2
95th % Queue (ft/In)	50	50	50	50	75	75	50	50	50	50	50	50
Available Storage (ft/In)	265	265	265	265	265	265	175	175	175	175	175	175
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	90	90	90	90	90	90	90	90	90	90	90	90
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Total Volume (vph)	145	145	145	145	156	156	184	184	272	272	304	304
Volume Per Lane (vphpl)	73	73	73	73	78	78	184	184	272	272	304	304
Average Queue (veh/In)	1.8	1.8	1.8	1.8	2.0	2.0	4.6	4.6	6.8	6.8	7.6	7.6
Average Queue (ft/In)	50	50	50	50	50	50	125	125	175	175	200	200
95th % Queue (veh/In)	4	4	4	4	4	4	8	8	11	11	12	12
95th % Queue (ft/In)	100	100	100	100	100	100	200	200	275	275	300	300
Available Storage (ft/In)	240	240	240	240	240	240	315	315	315	315	315	315
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Left-Turn Vehicle Queuing Analysis Summary

#13. Bordeaux Drive / Java Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	60	60	60	60	60	60	60	60	60	60	60	60
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	5	5	5	5	5	5	15	15	22	22	23	23
Volume Per Lane (vphpl)	5	5	5	5	5	5	15	15	22	22	23	23
Average Queue (veh/In)	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.4	0.4	0.4	0.4
Average Queue (ft/In)	0	0	0	0	0	0	0	0	0	0	0	0
95th % Queue (veh/In)	1	1	1	1	1	1	1	1	2	2	2	2
95th % Queue (ft/In)	25	25	25	25	25	25	25	25	50	50	50	50
Available Storage (ft/In)	125	125	125	125	125	125	125	125	125	125	125	125
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	60	60	60	60	60	60	60	60	60	60	60	60
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	15	15	20	20	21	21	55	74	94	113	160	179
Volume Per Lane (vphpl)	15	15	20	20	21	21	55	74	94	113	160	179
Average Queue (veh/In)	0.3	0.3	0.3	0.3	0.4	0.4	0.9	1.2	1.6	1.9	2.7	3.0
Average Queue (ft/In)	0	0	0	0	0	0	25	25	50	50	75	75
95th % Queue (veh/In)	1	1	1	1	1	1	3	3	4	4	6	6
95th % Queue (ft/In)	25	25	25	25	25	25	75	75	100	100	150	150
Storage (ft/In)	100	100	100	100	100	100	300	300	300	300	300	300
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

#13. Bordeaux Drive / Java Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)	65	65	65	65	65	65	65	65	65	65	65	65
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	3	3	3	3	3	3	108	108	142	142	150	150
Volume Per Lane (vphpl)	3	3	3	3	3	3	108	108	142	142	150	150
Average Queue (veh/In)	0.1	0.1	0.1	0.1	0.1	0.1	2.0	2.0	2.6	2.6	2.7	2.7
Average Queue (ft/In)	0	0	0	0	0	0	50	50	75	75	75	75
95th % Queue (veh/In)	1	1	1	1	1	1	4	4	5	5	6	6
95th % Queue (ft/In)	25	25	25	25	25	25	100	100	125	125	150	150
Available Storage (ft/In)	125	125	125	125	125	125	125	125	125	125	125	125
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	65	65	65	65	65	65	65	65	65	65	65	65
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Total Volume (vph)	6	6	35	35	35	35	47	51	53	57	57	61
Volume Per Lane (vphpl)	6	6	35	35	35	35	47	51	53	57	57	61
Average Queue (veh/In)	0.1	0.1	0.6	0.6	0.6	0.6	0.8	0.9	1.0	1.0	1.0	1.1
Average Queue (ft/In)	0	0	25	25	25	25	25	25	25	25	25	25
95th % Queue (veh/In)	1	1	2	2	2	2	3	3	3	3	3	3
95th % Queue (ft/In)	25	25	50	50	50	50	75	75	75	75	75	75
Storage (ft/In)	100	100	100	100	100	100	300	300	300	300	300	300
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Left-Turn Vehicle Queuing Analysis Summary

#16. Innovation Way / Moffett Park Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)			N/A				80	80	80	80	80	80
Lanes							1	1	1	1	1	1
Total Volume (vph)							20	20	40	40	88	88
Volume Per Lane (vphpl)							20	20	40	40	88	88
Average Queue (veh/In)							0.4	0.4	0.9	0.9	2.0	2.0
Average Queue (ft/In)							0	0	25	25	50	50
95th % Queue (veh/In)							2	2	3	3	4	4
95th % Queue (ft/In)							50	50	75	75	100	100
Available Storage (ft/In)							165	165	165	165	165	165
Adequate for 95% Queue?							Yes	Yes	Yes	Yes	Yes	Yes
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	80	80	80	80	80	80				N/A		
Lanes	1	1	1	1	1	1						
Total Volume (vph)	80	83	93	96	99	102						
Volume Per Lane (vphpl)	80	83	93	96	99	102						
Average Queue (veh/In)	1.8	1.8	2.1	2.1	2.2	2.3						
Average Queue (ft/In)	50	50	50	50	50	50						
95th % Queue (veh/In)	4	4	5	5	5	5						
95th % Queue (ft/In)	100	100	125	125	125	125						
Storage (ft/In)	205	205	205	205	205	205						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						

#16. Innovation Way / Moffett Park Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)			N/A				60	60	60	60	60	60
Lanes							1	1	1	1	1	1
Total Volume (vph)							139	139	261	261	419	419
Volume Per Lane (vphpl)							139	139	261	261	419	419
Average Queue (veh/In)							2.3	2.3	4.4	4.4	7.0	7.0
Average Queue (ft/In)							50	50	100	100	175	175
95th % Queue (veh/In)							5	5	8	8	12	12
95th % Queue (ft/In)							125	125	200	200	300	300
Available Storage (ft/In)							165	165	165	165	165	165
Adequate for 95% Queue?							Yes	Yes	No	No	No	No
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)	60	60	60	60	60	60				N/A		
Lanes	1	1	1	1	1	1						
Total Volume (vph)	19	20	28	29	29	30						
Volume Per Lane (vphpl)	19	20	28	29	29	30						
Average Queue (veh/In)	0.3	0.3	0.5	0.5	0.5	0.5						
Average Queue (ft/In)	0	0	0	0	0	25						
95th % Queue (veh/In)	1	1	2	2	2	2						
95th % Queue (ft/In)	25	25	50	50	50	50						
Storage (ft/In)	205	205	205	205	205	205						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						

Left-Turn Vehicle Queuing Analysis Summary

#17. US 101 NB On-Ramp / Moffett Park Drive												
AM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)				N/A						N/A		
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/In)												
Average Queue (ft/In)												
95th % Queue (veh/In)												
95th % Queue (ft/In)												
Available Storage (ft/In)												
Adequate for 95% Queue?												
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)				N/A			80	80	80	80	80	80
Lanes							1	1	1	1	1	1
Total Volume (vph)							94	101	131	138	138	145
Volume Per Lane (vphpl)							94	101	131	138	138	145
Average Queue (veh/In)							2.1	2.2	2.9	3.1	3.1	3.2
Average Queue (ft/In)							50	50	75	75	75	75
95th % Queue (veh/In)							5	5	6	6	6	6
95th % Queue (ft/In)							125	125	150	150	150	150
Storage (ft/In)							300	300	300	300	300	300
Adequate for 95% Queue?							Yes	Yes	Yes	Yes	Yes	Yes
#17. US 101 NB On-Ramp / Moffett Park Drive												
PM Peak Hour												
Scenario	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement	NBL	NBL	NBL	NBL	NBL	NBL	SBL	SBL	SBL	SBL	SBL	SBL
Cycle Length (sec)				N/A						N/A		
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/In)												
Average Queue (ft/In)												
95th % Queue (veh/In)												
95th % Queue (ft/In)												
Available Storage (ft/In)												
Adequate for 95% Queue?												
Movement	EBL	EBL	EBL	EBL	EBL	EBL	WBL	WBL	WBL	WBL	WBL	WBL
Cycle Length (sec)				N/A			60	60	60	60	60	60
Lanes							1	1	1	1	1	1
Total Volume (vph)							333	364	568	599	593	624
Volume Per Lane (vphpl)							333	364	568	599	593	624
Average Queue (veh/In)							5.6	6.1	9.5	10.0	9.9	10.4
Average Queue (ft/In)							150	150	225	250	250	250
95th % Queue (veh/In)							10	10	15	15	15	16
95th % Queue (ft/In)							250	250	375	375	375	400
Available Storage (ft/In)							300	300	300	300	300	300
Adequate for 95% Queue?							Yes	Yes	No	No	No	No

Appendix I

Poisson Probability Calculations

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: AM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.4

0.4

8.0

8.0

10.4

10.4

95th % Queue/Ln (veh)

1

1

13

13

16

16

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.7047	0	0.7047	0	0.0003	0	0.0003	0	0.0000	0	0.0000	0
	0.9513	1	0.9513	1	0.0031	1	0.0031	1	0.0004	1	0.0004	1
	0.9945	2	0.9945	2	0.0142	2	0.0142	2	0.0021	2	0.0021	2
	0.9995	3	0.9995	3	0.0435	3	0.0435	3	0.0080	3	0.0080	3
	1.0000	4	1.0000	4	0.1018	4	0.1018	4	0.0233	4	0.0233	4
	1.0000	5	1.0000	5	0.1947	5	0.1947	5	0.0549	5	0.0549	5
	1.0000	6	1.0000	6	0.3180	6	0.3180	6	0.1096	6	0.1096	6
	1.0000	7	1.0000	7	0.4582	7	0.4582	7	0.1903	7	0.1903	7
	1.0000	8	1.0000	8	0.5978	8	0.5978	8	0.2948	8	0.2948	8
	1.0000	9	1.0000	9	0.7213	9	0.7213	9	0.4150	9	0.4150	9
	1.0000	10	1.0000	10	0.8196	10	0.8196	10	0.5393	10	0.5393	10
	1.0000	11	1.0000	11	0.8908	11	0.8908	11	0.6564	11	0.6564	11
	1.0000	12	1.0000	12	0.9380	12	0.9380	12	0.7573	12	0.7573	12
	1.0000	13	1.0000	13	0.9669	13	0.9669	13	0.8376	13	0.8376	13
	1.0000	14	1.0000	14	0.9834	14	0.9834	14	0.8970	14	0.8970	14
	1.0000	15	1.0000	15	0.9921	15	0.9921	15	0.9380	15	0.9380	15
	1.0000	16	1.0000	16	0.9964	16	0.9964	16	0.9645	16	0.9645	16
	1.0000	17	1.0000	17	0.9985	17	0.9985	17	0.9807	17	0.9807	17
	1.0000	18	1.0000	18	0.9994	18	0.9994	18	0.9900	18	0.9900	18
	1.0000	19	1.0000	19	0.9998	19	0.9998	19	0.9950	19	0.9950	19
	1.0000	20	1.0000	20	0.9999	20	0.9999	20	0.9976	20	0.9976	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9989	21	0.9989	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9995	22	0.9995	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9998	23	0.9998	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	0.9999	24	0.9999	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: AM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.1

0.1

0.1

0.1

0.4

0.4

95th % Queue/Ln (veh)

1

1

1

1

2

2

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.9048	0	0.9048	0	0.9048	0	0.9048	0	0.6959	0	0.6959	0
	0.9953	1	0.9953	1	0.9953	1	0.9953	1	0.9482	1	0.9482	1
	0.9998	2	0.9998	2	0.9998	2	0.9998	2	0.9939	2	0.9939	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	0.9995	3	0.9995	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: AM Peak Hour

Scenario: Ex

Movement: SBL

Avg. Queue/Ln (veh) 0.5

95th % Queue/Ln (veh) 2

Ex+Proj

SBL

0.7

2

Back

SBL

0.5

2

Back+Proj

SBL

0.7

2

Cum

SBL

0.5

2

Cum+Proj

SBL

0.8

2

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.6376	0	0.4843	0	0.6376	0	0.4843	0	0.6219	0	0.4724	0
	0.9246	1	0.8355	1	0.9246	1	0.8355	1	0.9173	1	0.8266	1
	0.9891	2	0.9627	2	0.9891	2	0.9627	2	0.9874	2	0.9595	2
	0.9988	3	0.9935	3	0.9988	3	0.9935	3	0.9985	3	0.9927	3
	0.9999	4	0.9991	4	0.9999	4	0.9991	4	0.9999	4	0.9989	4
	1.0000	5	0.9999	5	1.0000	5	0.9999	5	1.0000	5	0.9999	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: AM Peak Hour

Scenario: Ex

Movement: WBL

Avg. Queue/Ln (veh) 0.2

95th % Queue/Ln (veh) 1

Ex+Proj

WBL

1.1

3

Back

WBL

0.2

1

Back+Proj

WBL

1.1

3

Cum

WBL

0.2

1

Cum+Proj

WBL

1.1

3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.8607	0	0.3247	0	0.8607	0	0.3247	0	0.8607	0	0.3247	0
	0.9898	1	0.6899	1	0.9898	1	0.6899	1	0.9898	1	0.6899	1
	0.9995	2	0.8953	2	0.9995	2	0.8953	2	0.9995	2	0.8953	2
	1.0000	3	0.9724	3	1.0000	3	0.9724	3	1.0000	3	0.9724	3
	1.0000	4	0.9940	4	1.0000	4	0.9940	4	1.0000	4	0.9940	4
	1.0000	5	0.9989	5	1.0000	5	0.9989	5	1.0000	5	0.9989	5
	1.0000	6	0.9998	6	1.0000	6	0.9998	6	1.0000	6	0.9998	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

1.3

1.3

2.6

2.6

3.2

3.2

95th % Queue/Ln (veh)

3

3

5

5

6

6

0.95

Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
0.2865	0	0.2865	0	0.0776	0	0.0776	0	0.0393	0	0.0393	0
0.6446	1	0.6446	1	0.2761	1	0.2761	1	0.1665	1	0.1665	1
0.8685	2	0.8685	2	0.5296	2	0.5296	2	0.3724	2	0.3724	2
0.9617	3	0.9617	3	0.7456	3	0.7456	3	0.5945	3	0.5945	3
0.9909	4	0.9909	4	0.8836	4	0.8836	4	0.7742	4	0.7742	4
0.9982	5	0.9982	5	0.9542	5	0.9542	5	0.8904	5	0.8904	5
0.9997	6	0.9997	6	0.9842	6	0.9842	6	0.9532	6	0.9532	6
1.0000	7	1.0000	7	0.9952	7	0.9952	7	0.9821	7	0.9821	7
1.0000	8	1.0000	8	0.9987	8	0.9987	8	0.9939	8	0.9939	8
1.0000	9	1.0000	9	0.9997	9	0.9997	9	0.9981	9	0.9981	9
1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9995	10	0.9995	10
1.0000	11	1.0000	11	1.0000	11	1.0000	11	0.9999	11	0.9999	11
1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.2

0.2

0.2

0.2

1.0

1.0

95th % Queue/Ln (veh)

1

1

1

1

3

3

0.95

Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
0.8233	0	0.8233	0	0.8233	0	0.8233	0	0.3628	0	0.3628	0
0.9834	1	0.9834	1	0.9834	1	0.9834	1	0.7306	1	0.7306	1
0.9989	2	0.9989	2	0.9989	2	0.9989	2	0.9171	2	0.9171	2
0.9999	3	0.9999	3	0.9999	3	0.9999	3	0.9801	3	0.9801	3
1.0000	4	1.0000	4	1.0000	4	1.0000	4	0.9961	4	0.9961	4
1.0000	5	1.0000	5	1.0000	5	1.0000	5	0.9994	5	0.9994	5
1.0000	6	1.0000	6	1.0000	6	1.0000	6	0.9999	6	0.9999	6
1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

0.1

0.2

0.1

0.2

0.1

0.2

95th % Queue/Ln (veh)

1

1

1

1

1

1

0.95

Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
0.8948	0	0.8465	0	0.8948	0	0.8465	0	0.8948	0	0.8465	0
0.9943	1	0.9876	1	0.9943	1	0.9876	1	0.9943	1	0.9876	1
0.9998	2	0.9993	2	0.9998	2	0.9993	2	0.9998	2	0.9993	2
1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #1. Mathilda Avenue / 5th Avenue

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

0.1

4.7

0.1

4.7

0.1

4.7

95th % Queue/Ln (veh)

1

8

1

8

1

8

0.95

Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
0.8703	0	0.0091	0	0.8703	0	0.0091	0	0.8703	0	0.0091	0
0.9912	1	0.0521	1	0.9912	1	0.0521	1	0.9912	1	0.0521	1
0.9996	2	0.1529	2	0.9996	2	0.1529	2	0.9996	2	0.1529	2
1.0000	3	0.3106	3	1.0000	3	0.3106	3	1.0000	3	0.3106	3
1.0000	4	0.4956	4	1.0000	4	0.4956	4	1.0000	4	0.4956	4
1.0000	5	0.6694	5	1.0000	5	0.6694	5	1.0000	5	0.6694	5
1.0000	6	0.8054	6	1.0000	6	0.8054	6	1.0000	6	0.8054	6
1.0000	7	0.8965	7	1.0000	7	0.8965	7	1.0000	7	0.8965	7
1.0000	8	0.9500	8	1.0000	8	0.9500	8	1.0000	8	0.9500	8
1.0000	9	0.9779	9	1.0000	9	0.9779	9	1.0000	9	0.9779	9
1.0000	10	0.9911	10	1.0000	10	0.9911	10	1.0000	10	0.9911	10
1.0000	11	0.9966	11	1.0000	11	0.9966	11	1.0000	11	0.9966	11
1.0000	12	0.9988	12	1.0000	12	0.9988	12	1.0000	12	0.9988	12
1.0000	13	0.9996	13	1.0000	13	0.9996	13	1.0000	13	0.9996	13
1.0000	14	0.9999	14	1.0000	14	0.9999	14	1.0000	14	0.9999	14
1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: AM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

4.4

4.4

11.5

11.5

11.9

11.9

95th % Queue/Ln (veh)

8

8

17

17

18

18

0.95

Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
0.0121	0	0.0121	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
0.0656	1	0.0656	1	0.0001	1	0.0001	1	0.0001	1	0.0001	1
0.1837	2	0.1837	2	0.0008	2	0.0008	2	0.0006	2	0.0006	2
0.3573	3	0.3573	3	0.0033	3	0.0033	3	0.0025	3	0.0025	3
0.5488	4	0.5488	4	0.0105	4	0.0105	4	0.0084	4	0.0084	4
0.7178	5	0.7178	5	0.0271	5	0.0271	5	0.0222	5	0.0222	5
0.8421	6	0.8421	6	0.0591	6	0.0591	6	0.0494	6	0.0494	6
0.9204	7	0.9204	7	0.1117	7	0.1117	7	0.0957	7	0.0957	7
0.9637	8	0.9637	8	0.1877	8	0.1877	8	0.1642	8	0.1642	8
0.9848	9	0.9848	9	0.2851	9	0.2851	9	0.2546	9	0.2546	9
0.9942	10	0.9942	10	0.3975	10	0.3975	10	0.3618	10	0.3618	10
0.9979	11	0.9979	11	0.5154	11	0.5154	11	0.4774	11	0.4774	11
0.9993	12	0.9993	12	0.6287	12	0.6287	12	0.5917	12	0.5917	12
0.9998	13	0.9998	13	0.7293	13	0.7293	13	0.6960	13	0.6960	13
0.9999	14	0.9999	14	0.8122	14	0.8122	14	0.7843	14	0.7843	14
1.0000	15	1.0000	15	0.8759	15	0.8759	15	0.8542	15	0.8542	15
1.0000	16	1.0000	16	0.9219	16	0.9219	16	0.9060	16	0.9060	16
1.0000	17	1.0000	17	0.9531	17	0.9531	17	0.9422	17	0.9422	17
1.0000	18	1.0000	18	0.9731	18	0.9731	18	0.9660	18	0.9660	18
1.0000	19	1.0000	19	0.9852	19	0.9852	19	0.9809	19	0.9809	19
1.0000	20	1.0000	20	0.9922	20	0.9922	20	0.9897	20	0.9897	20
1.0000	21	1.0000	21	0.9961	21	0.9961	21	0.9947	21	0.9947	21
1.0000	22	1.0000	22	0.9981	22	0.9981	22	0.9973	22	0.9973	22
1.0000	23	1.0000	23	0.9991	23	0.9991	23	0.9987	23	0.9987	23
1.0000	24	1.0000	24	0.9996	24	0.9996	24	0.9994	24	0.9994	24
1.0000	25	1.0000	25	0.9998	25	0.9998	25	0.9997	25	0.9997	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: AM Peak Hour

Scenario:

EBL

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.5

0.5

0.5

0.6

0.5

0.6

95th % Queue/Ln (veh)

2

2

2

2

2

2

0.95

Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
0.6376	0	0.5916	0	0.6065	0	0.5627	0	0.5916	0	0.5488	0
0.9246	1	0.9021	1	0.9098	1	0.8863	1	0.9021	1	0.8781	1
0.9891	2	0.9836	2	0.9856	2	0.9793	2	0.9836	2	0.9769	2
0.9988	3	0.9979	3	0.9982	3	0.9971	3	0.9979	3	0.9966	3
0.9999	4	0.9998	4	0.9998	4	0.9997	4	0.9998	4	0.9996	4
1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: AM Peak Hour

Scenario: Ex

Movement: SBL

Avg. Queue/Ln (veh) 0.0

95th % Queue/Ln (veh) 0

Ex+Proj

SBL

0.0

0

Back

SBL

0.1

0

Back+Proj

SBL

0.1

0

Cum

SBL

0.1

0

Cum+Proj

SBL

0.1

0

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	0.9512	0	0.9512	0	0.9512	0	0.9512	0
	1.0000	1	1.0000	1	0.9988	1	0.9988	1	0.9988	1	0.9988	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: AM Peak Hour

Scenario: Ex

Movement: WBL

Avg. Queue/Ln (veh) 0.0

95th % Queue/Ln (veh) #N/A

Ex+Proj

WBL

0.0

#N/A

Back

WBL

0.0

#N/A

Back+Proj

WBL

0.0

#N/A

Cum

WBL

0.0

#N/A

Cum+Proj

WBL

0.0

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	NBL	NBL	NBL	NBL	NBL	NBL
Avg. Queue/Ln (veh)	0.5	0.5	2.7	2.7	2.8	2.8
95th % Queue/Ln (veh)	2	2	6	6	6	6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.5899	0	0.5899	0	0.0666	0	0.0666	0	0.0639	0
	0.9013	1	0.9013	1	0.2472	1	0.2472	1	0.2397	1
	0.9834	2	0.9834	2	0.4916	2	0.4916	2	0.4815	2
	0.9979	3	0.9979	3	0.7123	3	0.7123	3	0.7030	3
	0.9998	4	0.9998	4	0.8617	4	0.8617	4	0.8554	4
	1.0000	5	1.0000	5	0.9426	5	0.9426	5	0.9392	5
	1.0000	6	1.0000	6	0.9791	6	0.9791	6	0.9776	6
	1.0000	7	1.0000	7	0.9933	7	0.9933	7	0.9927	7
	1.0000	8	1.0000	8	0.9980	8	0.9980	8	0.9978	8
	1.0000	9	1.0000	9	0.9995	9	0.9995	9	0.9994	9
	1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	EBL	EBL	EBL	EBL	EBL	EBL
Avg. Queue/Ln (veh)	1.4	1.4	1.6	1.6	1.7	1.8
95th % Queue/Ln (veh)	3	4	4	4	4	4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2564	0	0.2494	0	0.1997	0	0.1942	0	0.1787	0
	0.6053	1	0.5957	1	0.5213	1	0.5125	1	0.4864	1
	0.8428	2	0.8362	2	0.7805	2	0.7733	2	0.7513	2
	0.9506	3	0.9475	3	0.9196	3	0.9157	3	0.9035	3
	0.9872	4	0.9862	4	0.9757	4	0.9741	4	0.9690	4
	0.9972	5	0.9969	5	0.9938	5	0.9932	5	0.9915	5
	0.9995	6	0.9994	6	0.9986	6	0.9985	6	0.9980	6
	0.9999	7	0.9999	7	0.9997	7	0.9997	7	0.9996	7
	1.0000	8	1.0000	8	1.0000	8	0.9999	8	0.9999	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Mathilda Avenue / Innovation Way

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	SBL	SBL	SBL	SBL	SBL	SBL				
Avg. Queue/Ln (veh)	0.1	0.1	0.1	0.1	0.1	0.1				
95th % Queue/Ln (veh)	1	1	1	1	1	1				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.9200	0	0.9200	0	0.9200	0	0.9200	0	0.9200	0
	0.9967	1	0.9967	1	0.9967	1	0.9967	1	0.9967	1
	0.9999	2	0.9999	2	0.9999	2	0.9999	2	0.9999	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #2. Mathilda Avenue / Innovation Way

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	WBL	WBL	WBL	WBL	WBL	WBL				
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0				
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	NBL	NBL	NBL	NBL	NBL	NBL
Avg. Queue/Ln (veh)	6.9	6.9	7.8	7.8	10.4	10.4
95th % Queue/Ln (veh)	12	12	13	13	16	16

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0010	0	0.0010	0	0.0004	0	0.0004	0	0.0000	0
	0.0077	1	0.0077	1	0.0037	1	0.0037	1	0.0003	1
	0.0312	2	0.0312	2	0.0163	2	0.0163	2	0.0020	2
	0.0853	3	0.0853	3	0.0492	3	0.0492	3	0.0077	3
	0.1792	4	0.1792	4	0.1131	4	0.1131	4	0.0225	4
	0.3093	5	0.3093	5	0.2125	5	0.2125	5	0.0534	5
	0.4597	6	0.4597	6	0.3413	6	0.3413	6	0.1069	6
	0.6086	7	0.6086	7	0.4844	7	0.4844	7	0.1863	7
	0.7377	8	0.7377	8	0.6235	8	0.6235	8	0.2896	8
	0.8372	9	0.8372	9	0.7438	9	0.7438	9	0.4090	9
	0.9061	10	0.9061	10	0.8373	10	0.8373	10	0.5331	10
	0.9496	11	0.9496	11	0.9034	11	0.9034	11	0.6505	11
	0.9747	12	0.9747	12	0.9463	12	0.9463	12	0.7522	12
	0.9881	13	0.9881	13	0.9720	13	0.9720	13	0.8336	13
	0.9947	14	0.9947	14	0.9862	14	0.9862	14	0.8940	14
	0.9978	15	0.9978	15	0.9936	15	0.9936	15	0.9359	15
	0.9991	16	0.9991	16	0.9972	16	0.9972	16	0.9632	16
	0.9997	17	0.9997	17	0.9988	17	0.9988	17	0.9799	17
	0.9999	18	0.9999	18	0.9995	18	0.9995	18	0.9895	18
	1.0000	19	1.0000	19	0.9998	19	0.9998	19	0.9948	19
	1.0000	20	1.0000	20	0.9999	20	0.9999	20	0.9975	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9989	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9995	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9998	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	0.9999	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	EBL	EBL	EBL	EBL	EBL	EBL
Avg. Queue/Ln (veh)	0.4	0.4	0.4	0.4	0.4	0.4
95th % Queue/Ln (veh)	2	2	2	2	2	2

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.6854	0	0.6854	0	0.6854	0	0.6703	0	0.6703	0
	0.9443	1	0.9443	1	0.9443	1	0.9384	1	0.9384	1
	0.9932	2	0.9932	2	0.9932	2	0.9921	2	0.9921	2
	0.9994	3	0.9994	3	0.9994	3	0.9992	3	0.9992	3
	1.0000	4	1.0000	4	1.0000	4	0.9999	4	0.9999	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	0.1	0.1	0.2	0.2	0.2	0.2
95th % Queue/Ln (veh)	1	1	1	1	1	1
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.9355	0	0.9355	0	0.8559	0
	0.9979	1	0.9979	1	0.9891	1
	1.0000	2	1.0000	2	0.9994	2
	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	1.1	1.1	2.6	2.6	3.0	3.0
95th % Queue/Ln (veh)	3	3	6	6	6	6
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.3220	0	0.3220	0	0.0482	0
	0.6868	1	0.6868	1	0.1942	1
	0.8936	2	0.8936	2	0.4158	2
	0.9717	3	0.9717	3	0.6398	3
	0.9939	4	0.9939	4	0.8096	4
	0.9989	5	0.9989	5	0.9127	5
	0.9998	6	0.9998	6	0.9648	6
	1.0000	7	1.0000	7	0.9874	7
	1.0000	8	1.0000	8	0.9959	8
	1.0000	9	1.0000	9	0.9988	9
	1.0000	10	1.0000	10	0.9997	10
	1.0000	11	1.0000	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

1.3

1.6

1.6

2.2

2.2

95th % Queue/Ln (veh)

3

4

4

5

5

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2787	0	0.2787	0	0.1997	0	0.1997	0	0.1146	0	0.1146	0
	0.6347	1	0.6347	1	0.5213	1	0.5213	1	0.3628	1	0.3628	1
	0.8622	2	0.8622	2	0.7805	2	0.7805	2	0.6317	2	0.6317	2
	0.9591	3	0.9591	3	0.9196	3	0.9196	3	0.8259	3	0.8259	3
	0.9900	4	0.9900	4	0.9757	4	0.9757	4	0.9311	4	0.9311	4
	0.9980	5	0.9980	5	0.9938	5	0.9938	5	0.9766	5	0.9766	5
	0.9996	6	0.9996	6	0.9986	6	0.9986	6	0.9931	6	0.9931	6
	0.9999	7	0.9999	7	0.9997	7	0.9997	7	0.9982	7	0.9982	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	0.9996	8	0.9996	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	0.9999	9	0.9999	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: PM Peak Hour

Scenario: EBL

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

1.5

1.5

1.5

1.6

1.6

95th % Queue/Ln (veh)

4

4

4

4

4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2158	0	0.2158	0	0.2158	0	0.2158	0	0.1931	0	0.1931	0
	0.5467	1	0.5467	1	0.5467	1	0.5467	1	0.5107	1	0.5107	1
	0.8004	2	0.8004	2	0.8004	2	0.8004	2	0.7718	2	0.7718	2
	0.9301	3	0.9301	3	0.9301	3	0.9301	3	0.9149	3	0.9149	3
	0.9798	4	0.9798	4	0.9798	4	0.9798	4	0.9738	4	0.9738	4
	0.9951	5	0.9951	5	0.9951	5	0.9951	5	0.9931	5	0.9931	5
	0.9990	6	0.9990	6	0.9990	6	0.9990	6	0.9984	6	0.9984	6
	0.9998	7	0.9998	7	0.9998	7	0.9998	7	0.9997	7	0.9997	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	0.9999	8	0.9999	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	0.7	0.7	1.0	1.0	1.0	1.0
95th % Queue/Ln (veh)	2	2	3	3	3	3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.4803	0	0.4803	0	0.3679	0	0.3679	0	0.3519	0
	0.8325	1	0.8325	1	0.7358	1	0.7358	1	0.7194	1
	0.9617	2	0.9617	2	0.9197	2	0.9197	2	0.9113	2
	0.9932	3	0.9932	3	0.9810	3	0.9810	3	0.9782	3
	0.9990	4	0.9990	4	0.9963	4	0.9963	4	0.9956	4
	0.9999	5	0.9999	5	0.9994	5	0.9994	5	0.9993	5
	1.0000	6	1.0000	6	0.9999	6	0.9999	6	0.9999	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #3. Mathilda Avenue / Moffett Park Drive

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	3.5	3.5	8.6	8.6	9.8	9.8
95th % Queue/Ln (veh)	7	7	14	14	15	15

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0305	0	0.0305	0	0.0002	0	0.0002	0	0.0001	0
	0.1371	1	0.1371	1	0.0018	1	0.0018	1	0.0006	1
	0.3229	2	0.3229	2	0.0087	2	0.0087	2	0.0034	2
	0.5390	3	0.5390	3	0.0283	3	0.0283	3	0.0124	3
	0.7275	4	0.7275	4	0.0705	4	0.0705	4	0.0342	4
	0.8591	5	0.8591	5	0.1430	5	0.1430	5	0.0769	5
	0.9356	6	0.9356	6	0.2468	6	0.2468	6	0.1463	6
	0.9737	7	0.9737	7	0.3742	7	0.3742	7	0.2431	7
	0.9903	8	0.9903	8	0.5109	8	0.5109	8	0.3610	8
	0.9968	9	0.9968	9	0.6414	9	0.6414	9	0.4889	9
	0.9990	10	0.9990	10	0.7535	10	0.7535	10	0.6136	10
	0.9997	11	0.9997	11	0.8410	11	0.8410	11	0.7242	11
	0.9999	12	0.9999	12	0.9036	12	0.9036	12	0.8141	12
	1.0000	13	1.0000	13	0.9450	13	0.9450	13	0.8816	13
	1.0000	14	1.0000	14	0.9704	14	0.9704	14	0.9287	14
	1.0000	15	1.0000	15	0.9849	15	0.9849	15	0.9592	15
	1.0000	16	1.0000	16	0.9927	16	0.9927	16	0.9779	16
	1.0000	17	1.0000	17	0.9967	17	0.9967	17	0.9886	17
	1.0000	18	1.0000	18	0.9985	18	0.9985	18	0.9944	18
	1.0000	19	1.0000	19	0.9994	19	0.9994	19	0.9974	19
	1.0000	20	1.0000	20	0.9998	20	0.9998	20	0.9988	20
	1.0000	21	1.0000	21	0.9999	21	0.9999	21	0.9995	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9998	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9999	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	NBL	NBL	NBL	NBL	NBL	NBL
Avg. Queue/Ln (veh)	2.9	2.9	2.9	2.9	3.1	3.1
95th % Queue/Ln (veh)	6	6	6	6	6	6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0544	0	0.0544	0	0.0544	0	0.0436	0	0.0436	0
	0.2128	1	0.2128	1	0.2128	1	0.1801	1	0.1801	1
	0.4434	2	0.4434	2	0.4434	2	0.3940	2	0.3940	2
	0.6671	3	0.6671	3	0.6671	3	0.6174	3	0.6174	3
	0.8300	4	0.8300	4	0.8300	4	0.7924	4	0.7924	4
	0.9248	5	0.9248	5	0.9248	5	0.9020	5	0.9020	5
	0.9708	6	0.9708	6	0.9708	6	0.9593	6	0.9593	6
	0.9899	7	0.9899	7	0.9899	7	0.9850	7	0.9850	7
	0.9969	8	0.9969	8	0.9969	8	0.9950	8	0.9950	8
	0.9991	9	0.9991	9	0.9991	9	0.9985	9	0.9985	9
	0.9998	10	0.9998	10	0.9998	10	0.9996	10	0.9996	10
	0.9999	11	0.9999	11	0.9999	11	0.9999	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	EBL	EBL	EBL	EBL	EBL	EBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	6.3	6.3	6.9	6.9	8.8	8.8
95th % Queue/Ln (veh)	11	11	11	11	14	14

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0019	0	0.0019	0	0.0010	0	0.0010	0	0.0002	0	0.0002	0
	0.0135	1	0.0135	1	0.0079	1	0.0079	1	0.0015	1	0.0015	1
	0.0503	2	0.0503	2	0.0317	2	0.0317	2	0.0076	2	0.0076	2
	0.1272	3	0.1272	3	0.0865	3	0.0865	3	0.0252	3	0.0252	3
	0.2482	4	0.2482	4	0.1813	4	0.1813	4	0.0638	4	0.0638	4
	0.4005	5	0.4005	5	0.3122	5	0.3122	5	0.1314	5	0.1314	5
	0.5600	6	0.5600	6	0.4630	6	0.4630	6	0.2300	6	0.2300	6
	0.7033	7	0.7033	7	0.6120	7	0.6120	7	0.3533	7	0.3533	7
	0.8160	8	0.8160	8	0.7406	8	0.7406	8	0.4883	8	0.4883	8
	0.8948	9	0.8948	9	0.8394	9	0.8394	9	0.6196	9	0.6196	9
	0.9443	10	0.9443	10	0.9077	10	0.9077	10	0.7345	10	0.7345	10
	0.9726	11	0.9726	11	0.9506	11	0.9506	11	0.8261	11	0.8261	11
	0.9874	12	0.9874	12	0.9753	12	0.9753	12	0.8928	12	0.8928	12
	0.9946	13	0.9946	13	0.9884	13	0.9884	13	0.9378	13	0.9378	13
	0.9978	14	0.9978	14	0.9949	14	0.9949	14	0.9659	14	0.9659	14
	0.9992	15	0.9992	15	0.9979	15	0.9979	15	0.9823	15	0.9823	15
	0.9997	16	0.9997	16	0.9992	16	0.9992	16	0.9913	16	0.9913	16
	0.9999	17	0.9999	17	0.9997	17	0.9997	17	0.9959	17	0.9959	17
	1.0000	18	1.0000	18	0.9999	18	0.9999	18	0.9982	18	0.9982	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	0.9992	19	0.9992	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	0.9997	20	0.9997	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9999	21	0.9999	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

2.5

2.5

2.5

2.5

2.7

2.7

95th % Queue/Ln (veh)

5

5

5

5

6

6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0830	0	0.0830	0	0.0830	0	0.0830	0	0.0695	0	0.0695	0
	0.2896	1	0.2896	1	0.2896	1	0.2896	1	0.2548	1	0.2548	1
	0.5467	2	0.5467	2	0.5467	2	0.5467	2	0.5018	2	0.5018	2
	0.7599	3	0.7599	3	0.7599	3	0.7599	3	0.7214	3	0.7214	3
	0.8927	4	0.8927	4	0.8927	4	0.8927	4	0.8678	4	0.8678	4
	0.9587	5	0.9587	5	0.9587	5	0.9587	5	0.9459	5	0.9459	5
	0.9861	6	0.9861	6	0.9861	6	0.9861	6	0.9806	6	0.9806	6
	0.9959	7	0.9959	7	0.9959	7	0.9959	7	0.9938	7	0.9938	7
	0.9989	8	0.9989	8	0.9989	8	0.9989	8	0.9982	8	0.9982	8
	0.9997	9	0.9997	9	0.9997	9	0.9997	9	0.9995	9	0.9995	9
	0.9999	10	0.9999	10	0.9999	10	0.9999	10	0.9999	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: PM Peak Hour

Scenario: EBL

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #4. Mathilda Avenue / SR 237 WB Ramps

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	7.7	7.7	7.8	7.8	8.6	8.6
95th % Queue/Ln (veh)	13	13	13	13	14	14

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0004	0	0.0004	0	0.0004	0	0.0002	0	0.0002	0	0.0002	0
	0.0039	1	0.0039	1	0.0035	1	0.0018	1	0.0018	1	0.0018	1
	0.0172	2	0.0172	2	0.0155	2	0.0087	2	0.0087	2	0.0087	2
	0.0514	3	0.0514	3	0.0471	3	0.0285	3	0.0285	3	0.0285	3
	0.1174	4	0.1174	4	0.1089	4	0.0710	4	0.0710	4	0.0710	4
	0.2192	5	0.2192	5	0.2059	5	0.1438	5	0.1438	5	0.1438	5
	0.3499	6	0.3499	6	0.3327	6	0.2480	6	0.2480	6	0.2480	6
	0.4940	7	0.4940	7	0.4749	7	0.3756	7	0.3756	7	0.3756	7
	0.6328	8	0.6328	8	0.6142	8	0.5124	8	0.5124	8	0.5124	8
	0.7518	9	0.7518	9	0.7357	9	0.6429	9	0.6429	9	0.6429	9
	0.8435	10	0.8435	10	0.8310	10	0.7547	10	0.7547	10	0.7547	10
	0.9078	11	0.9078	11	0.8990	11	0.8420	11	0.8420	11	0.8420	11
	0.9491	12	0.9491	12	0.9434	12	0.9043	12	0.9043	12	0.9043	12
	0.9736	13	0.9736	13	0.9702	13	0.9455	13	0.9455	13	0.9455	13
	0.9871	14	0.9871	14	0.9852	14	0.9707	14	0.9707	14	0.9707	14
	0.9941	15	0.9941	15	0.9931	15	0.9851	15	0.9851	15	0.9851	15
	0.9974	16	0.9974	16	0.9969	16	0.9928	16	0.9928	16	0.9928	16
	0.9989	17	0.9989	17	0.9987	17	0.9967	17	0.9967	17	0.9967	17
	0.9996	18	0.9996	18	0.9995	18	0.9986	18	0.9986	18	0.9986	18
	0.9998	19	0.9998	19	0.9998	19	0.9994	19	0.9994	19	0.9994	19
	0.9999	20	0.9999	20	0.9999	20	0.9998	20	0.9998	20	0.9998	20
	1.0000	21	1.0000	21	1.0000	21	0.9999	21	0.9999	21	0.9999	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

8.4

9.2

16.4

17.1

19.0

19.7

95th % Queue/Ln (veh)

13

14

23

24

26

27

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0002	0	0.0001	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0021	1	0.0011	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1
	0.0098	2	0.0054	2	0.0000	2	0.0000	2	0.0000	2	0.0000	2
	0.0317	3	0.0187	3	0.0001	3	0.0000	3	0.0000	3	0.0000	3
	0.0777	4	0.0493	4	0.0003	4	0.0002	4	0.0000	4	0.0000	4
	0.1552	5	0.1054	5	0.0011	5	0.0006	5	0.0002	5	0.0001	5
	0.2640	6	0.1911	6	0.0031	6	0.0019	6	0.0005	6	0.0003	6
	0.3951	7	0.3036	7	0.0080	7	0.0050	7	0.0016	7	0.0009	7
	0.5332	8	0.4326	8	0.0179	8	0.0117	8	0.0040	8	0.0025	8
	0.6624	9	0.5641	9	0.0359	9	0.0245	9	0.0091	9	0.0059	9
	0.7714	10	0.6848	10	0.0655	10	0.0463	10	0.0187	10	0.0126	10
	0.8548	11	0.7855	11	0.1095	11	0.0803	11	0.0354	11	0.0247	11
	0.9134	12	0.8625	12	0.1695	12	0.1288	12	0.0616	12	0.0445	12
	0.9514	13	0.9169	13	0.2451	13	0.1928	13	0.1000	13	0.0745	13
	0.9743	14	0.9525	14	0.3335	14	0.2709	14	0.1519	14	0.1167	14
	0.9871	15	0.9743	15	0.4300	15	0.3602	15	0.2175	15	0.1721	15
	0.9939	16	0.9868	16	0.5288	16	0.4557	16	0.2953	16	0.2405	16
	0.9973	17	0.9936	17	0.6240	17	0.5520	17	0.3820	17	0.3197	17
	0.9988	18	0.9970	18	0.7105	18	0.6436	18	0.4733	18	0.4064	18
	0.9995	19	0.9987	19	0.7851	19	0.7261	19	0.5644	19	0.4963	19
	0.9998	20	0.9994	20	0.8462	20	0.7967	20	0.6508	20	0.5850	20
	0.9999	21	0.9998	21	0.8939	21	0.8544	21	0.7288	21	0.6682	21
	1.0000	22	0.9999	22	0.9293	22	0.8992	22	0.7959	22	0.7427	22
	1.0000	23	1.0000	23	0.9545	23	0.9326	23	0.8513	23	0.8066	23
	1.0000	24	1.0000	24	0.9718	24	0.9564	24	0.8951	24	0.8590	24
	1.0000	25	1.0000	25	0.9831	25	0.9728	25	0.9283	25	0.9003	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	1.2	1.3	2.1	2.2	2.6	2.7
95th % Queue/Ln (veh)	3	3	5	5	5	6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2987	0	0.2691	0	0.1271	0	0.1146	0	0.0771	0
	0.6596	1	0.6224	1	0.3894	1	0.3628	1	0.2747	1
	0.8777	2	0.8542	2	0.6598	2	0.6317	2	0.5279	2
	0.9655	3	0.9556	3	0.8457	3	0.8259	3	0.7441	3
	0.9920	4	0.9889	4	0.9415	4	0.9311	4	0.8827	4
	0.9984	5	0.9977	5	0.9811	5	0.9766	5	0.9537	5
	0.9997	6	0.9996	6	0.9947	6	0.9931	6	0.9840	6
	1.0000	7	0.9999	7	0.9987	7	0.9982	7	0.9951	7
	1.0000	8	1.0000	8	0.9997	8	0.9996	8	0.9987	8
	1.0000	9	1.0000	9	0.9999	9	0.9999	9	0.9997	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

1.9

2.0

3.4

3.5

4.0

4.1

95th % Queue/Ln (veh)

4

5

7

7

8

8

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1447	0	0.1295	0	0.0334	0	0.0299	0	0.0181	0	0.0162	0
	0.4244	1	0.3941	1	0.1468	1	0.1347	1	0.0908	1	0.0830	1
	0.6947	2	0.6646	2	0.3397	2	0.3188	2	0.2365	2	0.2207	2
	0.8689	3	0.8490	3	0.5584	3	0.5342	3	0.4313	3	0.4100	3
	0.9532	4	0.9432	4	0.7442	4	0.7233	4	0.6267	4	0.6050	4
	0.9857	5	0.9818	5	0.8705	5	0.8561	5	0.7834	5	0.7657	5
	0.9962	6	0.9949	6	0.9421	6	0.9339	6	0.8882	6	0.8762	6
	0.9991	7	0.9987	7	0.9769	7	0.9728	7	0.9482	7	0.9413	7
	0.9998	8	0.9997	8	0.9917	8	0.9899	8	0.9783	8	0.9748	8
	1.0000	9	0.9999	9	0.9973	9	0.9966	9	0.9917	9	0.9901	9
	1.0000	10	1.0000	10	0.9992	10	0.9990	10	0.9971	10	0.9965	10
	1.0000	11	1.0000	11	0.9998	11	0.9997	11	0.9991	11	0.9988	11
	1.0000	12	1.0000	12	0.9999	12	0.9999	12	0.9997	12	0.9996	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	0.9999	13	0.9999	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	7.1	7.6	12.5	13.0	14.6	15.0
95th % Queue/Ln (veh)	12	12	19	19	21	22

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0008	0	0.0005	0	0.0000	0	0.0000	0	0.0000	0
	0.0065	1	0.0043	1	0.0000	1	0.0000	1	0.0000	1
	0.0268	2	0.0188	2	0.0003	2	0.0002	2	0.0001	2
	0.0751	3	0.0554	3	0.0015	3	0.0011	3	0.0003	3
	0.1612	4	0.1249	4	0.0052	4	0.0037	4	0.0012	4
	0.2840	5	0.2307	5	0.0145	5	0.0107	5	0.0037	5
	0.4300	6	0.3646	6	0.0339	6	0.0259	6	0.0100	6
	0.5789	7	0.5100	7	0.0687	7	0.0540	7	0.0229	7
	0.7115	8	0.6482	8	0.1231	8	0.0998	8	0.0465	8
	0.8167	9	0.7649	9	0.1989	9	0.1658	9	0.0847	9
	0.8917	10	0.8535	10	0.2939	10	0.2517	10	0.1405	10
	0.9404	11	0.9148	11	0.4021	11	0.3532	11	0.2143	11
	0.9693	12	0.9536	12	0.5152	12	0.4631	12	0.3041	12
	0.9852	13	0.9762	13	0.6242	13	0.5730	13	0.4047	13
	0.9933	14	0.9886	14	0.7218	14	0.6751	14	0.5094	14
	0.9971	15	0.9948	15	0.8033	15	0.7636	15	0.6113	15
	0.9988	16	0.9978	16	0.8672	16	0.8355	16	0.7040	16
	0.9996	17	0.9991	17	0.9143	17	0.8905	17	0.7836	17
	0.9998	18	0.9996	18	0.9471	18	0.9302	18	0.8480	18
	0.9999	19	0.9999	19	0.9687	19	0.9573	19	0.8974	19
	1.0000	20	1.0000	20	0.9822	20	0.9750	20	0.9335	20
	1.0000	21	1.0000	21	0.9903	21	0.9859	21	0.9585	21
	1.0000	22	1.0000	22	0.9949	22	0.9924	22	0.9750	22
	1.0000	23	1.0000	23	0.9975	23	0.9960	23	0.9855	23
	1.0000	24	1.0000	24	0.9988	24	0.9980	24	0.9919	24
	1.0000	25	1.0000	25	0.9994	25	0.9990	25	0.9956	25

Intersection: #5. Mathilda Avenue / SR 237 EB Ramps

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

1.9

1.9

1.9

1.9

2.0

2.0

95th % Queue/Ln (veh)

4

4

4

4

5

5

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1479	0	0.1479	0	0.1479	0	0.1479	0	0.1295	0	0.1295	0
	0.4306	1	0.4306	1	0.4306	1	0.4306	1	0.3941	1	0.3941	1
	0.7007	2	0.7007	2	0.7007	2	0.7007	2	0.6646	2	0.6646	2
	0.8728	3	0.8728	3	0.8728	3	0.8728	3	0.8490	3	0.8490	3
	0.9550	4	0.9550	4	0.9550	4	0.9550	4	0.9432	4	0.9432	4
	0.9864	5	0.9864	5	0.9864	5	0.9864	5	0.9818	5	0.9818	5
	0.9964	6	0.9964	6	0.9964	6	0.9964	6	0.9949	6	0.9949	6
	0.9992	7	0.9992	7	0.9992	7	0.9992	7	0.9987	7	0.9987	7
	0.9998	8	0.9998	8	0.9998	8	0.9998	8	0.9997	8	0.9997	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	0.9999	9	0.9999	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.8

0.8

0.8

0.8

0.9

0.9

95th % Queue/Ln (veh)

3

3

3

3

3

3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.4395	0	0.4395	0	0.4395	0	0.4395	0	0.4111	0	0.4111	0
	0.8008	1	0.8008	1	0.8008	1	0.8008	1	0.7765	1	0.7765	1
	0.9493	2	0.9493	2	0.9493	2	0.9493	2	0.9390	2	0.9390	2
	0.9900	3	0.9900	3	0.9900	3	0.9900	3	0.9871	3	0.9871	3
	0.9984	4	0.9984	4	0.9984	4	0.9984	4	0.9978	4	0.9978	4
	0.9998	5	0.9998	5	0.9998	5	0.9998	5	0.9997	5	0.9997	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	1.0	1.0	1.0	1.0	1.1	1.1
95th % Queue/Ln (veh)	3	3	3	3	3	3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.3846	0	0.3846	0	0.3598	0	0.3598	0	0.3220	0
	0.7521	1	0.7521	1	0.7276	1	0.7276	1	0.6868	1
	0.9277	2	0.9277	2	0.9156	2	0.9156	2	0.8936	2
	0.9836	3	0.9836	3	0.9796	3	0.9796	3	0.9717	3
	0.9970	4	0.9970	4	0.9960	4	0.9960	4	0.9939	4
	0.9995	5	0.9995	5	0.9993	5	0.9993	5	0.9989	5
	0.9999	6	0.9999	6	0.9999	6	0.9999	6	0.9998	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	3.8	3.8	3.9	3.9	4.2	4.2
95th % Queue/Ln (veh)	7	7	7	7	8	8

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0224	0	0.0224	0	0.0205	0	0.0205	0	0.0153	0
	0.1074	1	0.1074	1	0.1001	1	0.1001	1	0.0794	1
	0.2689	2	0.2689	2	0.2548	2	0.2548	2	0.2132	2
	0.4735	3	0.4735	3	0.4555	3	0.4555	3	0.3995	3
	0.6678	4	0.6678	4	0.6505	4	0.6505	4	0.5941	4
	0.8156	5	0.8156	5	0.8022	5	0.8022	5	0.7568	5
	0.9091	6	0.9091	6	0.9006	6	0.9006	6	0.8700	6
	0.9599	7	0.9599	7	0.9552	7	0.9552	7	0.9376	7
	0.9840	8	0.9840	8	0.9818	8	0.9818	8	0.9729	8
	0.9942	9	0.9942	9	0.9932	9	0.9932	9	0.9892	9
	0.9981	10	0.9981	10	0.9977	10	0.9977	10	0.9961	10
	0.9994	11	0.9994	11	0.9993	11	0.9993	11	0.9987	11
	0.9998	12	0.9998	12	0.9998	12	0.9998	12	0.9996	12
	1.0000	13	1.0000	13	0.9999	13	0.9999	13	0.9999	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.9

0.9

0.9

0.9

1.0

1.0

95th % Queue/Ln (veh)

3

3

3

3

3

3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.3932	0	0.3932	0	0.3932	0	0.3932	0	0.3679	0	0.3679	0
	0.7603	1	0.7603	1	0.7603	1	0.7603	1	0.7358	1	0.7358	1
	0.9315	2	0.9315	2	0.9315	2	0.9315	2	0.9197	2	0.9197	2
	0.9848	3	0.9848	3	0.9848	3	0.9848	3	0.9810	3	0.9810	3
	0.9973	4	0.9973	4	0.9973	4	0.9973	4	0.9963	4	0.9963	4
	0.9996	5	0.9996	5	0.9996	5	0.9996	5	0.9994	5	0.9994	5
	0.9999	6	0.9999	6	0.9999	6	0.9999	6	0.9999	6	0.9999	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

1.4

1.4

1.4

1.4

1.5

1.5

95th % Queue/Ln (veh)

4

4

4

4

4

4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2466	0	0.2466	0	0.2466	0	0.2466	0	0.2207	0	0.2207	0
	0.5918	1	0.5918	1	0.5918	1	0.5918	1	0.5541	1	0.5541	1
	0.8335	2	0.8335	2	0.8335	2	0.8335	2	0.8061	2	0.8061	2
	0.9463	3	0.9463	3	0.9463	3	0.9463	3	0.9330	3	0.9330	3
	0.9857	4	0.9857	4	0.9857	4	0.9857	4	0.9809	4	0.9809	4
	0.9968	5	0.9968	5	0.9968	5	0.9968	5	0.9954	5	0.9954	5
	0.9994	6	0.9994	6	0.9994	6	0.9994	6	0.9990	6	0.9990	6
	0.9999	7	0.9999	7	0.9999	7	0.9999	7	0.9998	7	0.9998	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

4.2

4.2

4.6

4.6

5.0

5.0

95th % Queue/Ln (veh)

8

8

8

8

9

9

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0143	0	0.0143	0	0.0105	0	0.0105	0	0.0070	0	0.0070	0
	0.0752	1	0.0752	1	0.0584	1	0.0584	1	0.0420	1	0.0420	1
	0.2044	2	0.2044	2	0.1674	2	0.1674	2	0.1284	2	0.1284	2
	0.3872	3	0.3872	3	0.3330	3	0.3330	3	0.2713	3	0.2713	3
	0.5812	4	0.5812	4	0.5216	4	0.5216	4	0.4483	4	0.4483	4
	0.7459	5	0.7459	5	0.6934	5	0.6934	5	0.6238	5	0.6238	5
	0.8623	6	0.8623	6	0.8239	6	0.8239	6	0.7687	6	0.7687	6
	0.9330	7	0.9330	7	0.9088	7	0.9088	7	0.8712	7	0.8712	7
	0.9704	8	0.9704	8	0.9571	8	0.9571	8	0.9348	8	0.9348	8
	0.9881	9	0.9881	9	0.9816	9	0.9816	9	0.9698	9	0.9698	9
	0.9956	10	0.9956	10	0.9927	10	0.9927	10	0.9871	10	0.9871	10
	0.9985	11	0.9985	11	0.9973	11	0.9973	11	0.9949	11	0.9949	11
	0.9995	12	0.9995	12	0.9991	12	0.9991	12	0.9981	12	0.9981	12
	0.9999	13	0.9999	13	0.9997	13	0.9997	13	0.9994	13	0.9994	13
	1.0000	14	1.0000	14	0.9999	14	0.9999	14	0.9998	14	0.9998	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	0.9999	15	0.9999	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #6. Mathilda Avenue / Ross Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

2.9

2.9

2.9

2.9

3.1

3.1

95th % Queue/Ln (veh)

6

6

6

6

6

6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0569	0	0.0569	0	0.0556	0	0.0556	0	0.0446	0	0.0446	0
	0.2200	1	0.2200	1	0.2164	1	0.2164	1	0.1832	1	0.1832	1
	0.4537	2	0.4537	2	0.4485	2	0.4485	2	0.3988	2	0.3988	2
	0.6771	3	0.6771	3	0.6721	3	0.6721	3	0.6224	3	0.6224	3
	0.8371	4	0.8371	4	0.8336	4	0.8336	4	0.7963	4	0.7963	4
	0.9289	5	0.9289	5	0.9269	5	0.9269	5	0.9045	5	0.9045	5
	0.9728	6	0.9728	6	0.9718	6	0.9718	6	0.9606	6	0.9606	6
	0.9907	7	0.9907	7	0.9903	7	0.9903	7	0.9855	7	0.9855	7
	0.9972	8	0.9972	8	0.9970	8	0.9970	8	0.9952	8	0.9952	8
	0.9992	9	0.9992	9	0.9992	9	0.9992	9	0.9986	9	0.9986	9
	0.9998	10	0.9998	10	0.9998	10	0.9998	10	0.9996	10	0.9996	10
	1.0000	11	1.0000	11	0.9999	11	0.9999	11	0.9999	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	NBL	NBL	NBL	NBL	NBL	NBL
Avg. Queue/Ln (veh)	1.7	1.7	2.8	2.8	3.9	3.9
95th % Queue/Ln (veh)	4	4	6	6	7	7

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1827	0	0.1827	0	0.0639	0	0.0639	0	0.0202	0
	0.4932	1	0.4932	1	0.2397	1	0.2397	1	0.0992	1
	0.7572	2	0.7572	2	0.4815	2	0.4815	2	0.2531	2
	0.9068	3	0.9068	3	0.7030	3	0.7030	3	0.4532	3
	0.9704	4	0.9704	4	0.8554	4	0.8554	4	0.6484	4
	0.9920	5	0.9920	5	0.9392	5	0.9392	5	0.8006	5
	0.9981	6	0.9981	6	0.9776	6	0.9776	6	0.8995	6
	0.9996	7	0.9996	7	0.9927	7	0.9927	7	0.9546	7
	0.9999	8	0.9999	8	0.9978	8	0.9978	8	0.9815	8
	1.0000	9	1.0000	9	0.9994	9	0.9994	9	0.9931	9
	1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9977	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	0.9993	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	0.9998	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	0.9999	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	EBL	EBL	EBL	EBL	EBL	EBL
Avg. Queue/Ln (veh)	0.8	0.9	1.2	1.2	1.5	1.5
95th % Queue/Ln (veh)	2	3	3	3	4	4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.4550	0	0.4274	0	0.3088	0	0.2901	0	0.2346	0
	0.8133	1	0.7907	1	0.6717	1	0.6491	1	0.5747	1
	0.9544	2	0.9451	2	0.8849	2	0.8713	2	0.8213	2
	0.9914	3	0.9889	3	0.9684	3	0.9629	3	0.9405	3
	0.9987	4	0.9982	4	0.9929	4	0.9912	4	0.9837	4
	0.9998	5	0.9997	5	0.9986	5	0.9983	5	0.9962	5
	1.0000	6	1.0000	6	0.9998	6	0.9997	6	0.9992	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	0.9999	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	2.6	2.6	2.6	2.6	2.8	2.8
95th % Queue/Ln (veh)	5	5	5	5	6	6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0743	0	0.0743	0	0.0743	0	0.0743	0	0.0608	0
	0.2674	1	0.2674	1	0.2674	1	0.2674	1	0.2311	1
	0.5184	2	0.5184	2	0.5184	2	0.5184	2	0.4695	2
	0.7360	3	0.7360	3	0.7360	3	0.7360	3	0.6919	3
	0.8774	4	0.8774	4	0.8774	4	0.8774	4	0.8477	4
	0.9510	5	0.9510	5	0.9510	5	0.9510	5	0.9349	5
	0.9828	6	0.9828	6	0.9828	6	0.9828	6	0.9756	6
	0.9947	7	0.9947	7	0.9947	7	0.9947	7	0.9919	7
	0.9985	8	0.9985	8	0.9985	8	0.9985	8	0.9976	8
	0.9996	9	0.9996	9	0.9996	9	0.9996	9	0.9993	9
	0.9999	10	0.9999	10	0.9999	10	0.9999	10	0.9998	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	1.5	1.5	1.5	1.5	1.6	1.6
95th % Queue/Ln (veh)	4	4	4	4	4	4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2288	0	0.2288	0	0.2288	0	0.2288	0	0.2070	0
	0.5662	1	0.5662	1	0.5662	1	0.5662	1	0.5330	1
	0.8151	2	0.8151	2	0.8151	2	0.8151	2	0.7898	2
	0.9375	3	0.9375	3	0.9375	3	0.9375	3	0.9246	3
	0.9826	4	0.9826	4	0.9826	4	0.9826	4	0.9777	4
	0.9959	5	0.9959	5	0.9959	5	0.9959	5	0.9944	5
	0.9992	6	0.9992	6	0.9992	6	0.9992	6	0.9988	6
	0.9998	7	0.9998	7	0.9998	7	0.9998	7	0.9998	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

1.7

1.9

1.9

2.2

2.2

95th % Queue/Ln (veh)

4

4

4

5

5

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1847	0	0.1847	0	0.1479	0	0.1479	0	0.1133	0	0.1133	0
	0.4967	1	0.4967	1	0.4306	1	0.4306	1	0.3600	1	0.3600	1
	0.7602	2	0.7602	2	0.7007	2	0.7007	2	0.6287	2	0.6287	2
	0.9085	3	0.9085	3	0.8728	3	0.8728	3	0.8237	3	0.8237	3
	0.9711	4	0.9711	4	0.9550	4	0.9550	4	0.9299	4	0.9299	4
	0.9922	5	0.9922	5	0.9864	5	0.9864	5	0.9761	5	0.9761	5
	0.9982	6	0.9982	6	0.9964	6	0.9964	6	0.9929	6	0.9929	6
	0.9996	7	0.9996	7	0.9992	7	0.9992	7	0.9981	7	0.9981	7
	0.9999	8	0.9999	8	0.9998	8	0.9998	8	0.9996	8	0.9996	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	0.9999	9	0.9999	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

6.5

8.9

8.9

12.4

12.4

95th % Queue/Ln (veh)

11

14

14

18

18

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0015	0	0.0015	0	0.0001	0	0.0001	0	0.0000	0	0.0000	0
	0.0112	1	0.0110	1	0.0013	1	0.0013	1	0.0001	1	0.0001	1
	0.0427	2	0.0420	2	0.0067	2	0.0066	2	0.0004	2	0.0004	2
	0.1111	3	0.1096	3	0.0226	3	0.0222	3	0.0017	3	0.0017	3
	0.2224	4	0.2200	4	0.0580	4	0.0573	4	0.0057	4	0.0056	4
	0.3674	5	0.3642	5	0.1212	5	0.1198	5	0.0158	5	0.0156	5
	0.5248	6	0.5213	6	0.2150	6	0.2129	6	0.0366	6	0.0361	6
	0.6711	7	0.6679	7	0.3344	7	0.3318	7	0.0734	7	0.0726	7
	0.7903	8	0.7876	8	0.4674	8	0.4645	8	0.1305	8	0.1293	8
	0.8764	9	0.8745	9	0.5991	9	0.5962	9	0.2092	9	0.2074	9
	0.9325	10	0.9313	10	0.7165	10	0.7139	10	0.3067	10	0.3046	10
	0.9658	11	0.9650	11	0.8115	11	0.8094	11	0.4167	11	0.4143	11
	0.9838	12	0.9834	12	0.8821	12	0.8806	12	0.5303	12	0.5278	12
	0.9928	13	0.9926	13	0.9305	13	0.9295	13	0.6387	13	0.6363	13
	0.9970	14	0.9969	14	0.9613	14	0.9607	14	0.7347	14	0.7326	14
	0.9988	15	0.9988	15	0.9796	15	0.9792	15	0.8140	15	0.8123	15
	0.9996	16	0.9995	16	0.9898	16	0.9896	16	0.8755	16	0.8742	16
	0.9998	17	0.9998	17	0.9952	17	0.9951	17	0.9204	17	0.9194	17
	0.9999	18	0.9999	18	0.9978	18	0.9978	18	0.9513	18	0.9506	18
	1.0000	19	1.0000	19	0.9991	19	0.9990	19	0.9715	19	0.9710	19
	1.0000	20	1.0000	20	0.9996	20	0.9996	20	0.9840	20	0.9837	20
	1.0000	21	1.0000	21	0.9998	21	0.9998	21	0.9914	21	0.9912	21
	1.0000	22	1.0000	22	0.9999	22	0.9999	22	0.9955	22	0.9954	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9978	23	0.9977	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	0.9989	24	0.9989	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	0.9995	25	0.9995	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	6.8	6.8	6.8	6.8	7.3	7.3
95th % Queue/Ln (veh)	11	11	11	11	12	12

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0012	0	0.0012	0	0.0012	0	0.0007	0	0.0007	0
	0.0090	1	0.0090	1	0.0090	1	0.0054	1	0.0054	1
	0.0356	2	0.0356	2	0.0356	2	0.0230	2	0.0230	2
	0.0954	3	0.0954	3	0.0954	3	0.0660	3	0.0660	3
	0.1965	4	0.1965	4	0.1965	4	0.1447	4	0.1447	4
	0.3330	5	0.3330	5	0.3330	5	0.2602	5	0.2602	5
	0.4867	6	0.4867	6	0.4867	6	0.4013	6	0.4013	6
	0.6351	7	0.6351	7	0.6351	7	0.5492	7	0.5492	7
	0.7604	8	0.7604	8	0.7604	8	0.6847	8	0.6847	8
	0.8544	9	0.8544	9	0.8544	9	0.7952	9	0.7952	9
	0.9179	10	0.9179	10	0.9179	10	0.8761	10	0.8761	10
	0.9569	11	0.9569	11	0.9569	11	0.9301	11	0.9301	11
	0.9789	12	0.9789	12	0.9789	12	0.9631	12	0.9631	12
	0.9903	13	0.9903	13	0.9903	13	0.9817	13	0.9817	13
	0.9958	14	0.9958	14	0.9958	14	0.9915	14	0.9915	14
	0.9983	15	0.9983	15	0.9983	15	0.9963	15	0.9963	15
	0.9993	16	0.9993	16	0.9993	16	0.9984	16	0.9984	16
	0.9998	17	0.9998	17	0.9998	17	0.9994	17	0.9994	17
	0.9999	18	0.9999	18	0.9999	18	0.9998	18	0.9998	18
	1.0000	19	1.0000	19	1.0000	19	0.9999	19	0.9999	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #7. Mathilda Avenue / Ahwanee Avenue

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	1.8	1.8	1.8	1.8	2.0	2.0
95th % Queue/Ln (veh)	4	4	4	4	4	4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1617	0	0.1617	0	0.1617	0	0.1415	0	0.1415	0
	0.4563	1	0.4563	1	0.4563	1	0.4182	1	0.4182	1
	0.7247	2	0.7247	2	0.7247	2	0.6887	2	0.6887	2
	0.8877	3	0.8877	3	0.8877	3	0.8651	3	0.8651	3
	0.9620	4	0.9620	4	0.9620	4	0.9513	4	0.9513	4
	0.9890	5	0.9890	5	0.9890	5	0.9850	5	0.9850	5
	0.9973	6	0.9973	6	0.9973	6	0.9960	6	0.9960	6
	0.9994	7	0.9994	7	0.9994	7	0.9990	7	0.9990	7
	0.9999	8	0.9999	8	0.9999	8	0.9998	8	0.9998	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #REF!												
Period: #REF!												
Scenario:		Ex	Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
Avg. Queue/Ln (veh)		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
95th % Queue/Ln (veh)		#N/A	#N/A		#N/A		#N/A		#N/A		#N/A	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
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	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7
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Intersection: #REF!												
Period: #REF!												
Scenario:		Ex	Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
Avg. Queue/Ln (veh)		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
95th % Queue/Ln (veh)		#N/A	#N/A		#N/A		#N/A		#N/A		#N/A	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
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Intersection: #REF!												
Period: #REF!												
Scenario: Ex Ex+Proj Back Back+Proj Cum Cum+Proj												
Movement: #REF! #REF! #REF! #REF! #REF! #REF!												
Avg. Queue/Ln (veh) #REF! #REF! #REF! #REF! #REF! #REF!												
95th % Queue/Ln (veh) #N/A #N/A #N/A #N/A #N/A #N/A												
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
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Intersection: #REF!												
Period: #REF!												
Scenario: Ex Ex+Proj Back Back+Proj Cum Cum+Proj												
Movement: #REF! #REF! #REF! #REF! #REF! #REF!												
Avg. Queue/Ln (veh) #REF! #REF! #REF! #REF! #REF! #REF!												
95th % Queue/Ln (veh) #N/A #N/A #N/A #N/A #N/A #N/A												
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
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Intersection: #REF!												
Period: #REF!												
Scenario: Ex Ex+Proj Back Back+Proj Cum Cum+Proj												
Movement: #REF! #REF! #REF! #REF! #REF! #REF!												
Avg. Queue/Ln (veh) #REF! #REF! #REF! #REF! #REF! #REF!												
95th % Queue/Ln (veh) #N/A #N/A #N/A #N/A #N/A #N/A												
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
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	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7
	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8
	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9
	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10
	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11
	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12
	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13
	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14
	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15
	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16
	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17
	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18
	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19
	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20
	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21
	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22
	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23
	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24
	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25

Intersection: #REF!												
Period: #REF!												
Scenario: Ex Ex+Proj Back Back+Proj Cum Cum+Proj												
Movement: #REF! #REF! #REF! #REF! #REF! #REF!												
Avg. Queue/Ln (veh) #REF! #REF! #REF! #REF! #REF! #REF!												
95th % Queue/Ln (veh) #N/A #N/A #N/A #N/A #N/A #N/A												
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	#REF!	0	#REF!	0	#REF!	0	#REF!	0	#REF!	0	#REF!	0
	#REF!	1	#REF!	1	#REF!	1	#REF!	1	#REF!	1	#REF!	1
	#REF!	2	#REF!	2	#REF!	2	#REF!	2	#REF!	2	#REF!	2
	#REF!	3	#REF!	3	#REF!	3	#REF!	3	#REF!	3	#REF!	3
	#REF!	4	#REF!	4	#REF!	4	#REF!	4	#REF!	4	#REF!	4
	#REF!	5	#REF!	5	#REF!	5	#REF!	5	#REF!	5	#REF!	5
	#REF!	6	#REF!	6	#REF!	6	#REF!	6	#REF!	6	#REF!	6
	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7
	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8
	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9
	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10
	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11
	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12
	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13
	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14
	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15
	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16
	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17
	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18
	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19
	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20
	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21
	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22
	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23
	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24
	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25

Intersection: #REF!												
Period: #REF!												
Scenario:		Ex	Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
Avg. Queue/Ln (veh)		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
95th % Queue/Ln (veh)		#N/A	#N/A		#N/A		#N/A		#N/A		#N/A	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	#REF!	0	#REF!	0	#REF!	0	#REF!	0	#REF!	0	#REF!	0
	#REF!	1	#REF!	1	#REF!	1	#REF!	1	#REF!	1	#REF!	1
	#REF!	2	#REF!	2	#REF!	2	#REF!	2	#REF!	2	#REF!	2
	#REF!	3	#REF!	3	#REF!	3	#REF!	3	#REF!	3	#REF!	3
	#REF!	4	#REF!	4	#REF!	4	#REF!	4	#REF!	4	#REF!	4
	#REF!	5	#REF!	5	#REF!	5	#REF!	5	#REF!	5	#REF!	5
	#REF!	6	#REF!	6	#REF!	6	#REF!	6	#REF!	6	#REF!	6
	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7
	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8
	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9
	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10
	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11
	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12
	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13
	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14
	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15
	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16
	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17
	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18
	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19
	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20
	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21
	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22
	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23
	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24
	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25
Intersection: #REF!												
Period: #REF!												
Scenario:		Ex	Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
Avg. Queue/Ln (veh)		#REF!	#REF!		#REF!		#REF!		#REF!		#REF!	
95th % Queue/Ln (veh)		#N/A	#N/A		#N/A		#N/A		#N/A		#N/A	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	#REF!	0	#REF!	0	#REF!	0	#REF!	0	#REF!	0	#REF!	0
	#REF!	1	#REF!	1	#REF!	1	#REF!	1	#REF!	1	#REF!	1
	#REF!	2	#REF!	2	#REF!	2	#REF!	2	#REF!	2	#REF!	2
	#REF!	3	#REF!	3	#REF!	3	#REF!	3	#REF!	3	#REF!	3
	#REF!	4	#REF!	4	#REF!	4	#REF!	4	#REF!	4	#REF!	4
	#REF!	5	#REF!	5	#REF!	5	#REF!	5	#REF!	5	#REF!	5
	#REF!	6	#REF!	6	#REF!	6	#REF!	6	#REF!	6	#REF!	6
	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7	#REF!	7
	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8	#REF!	8
	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9	#REF!	9
	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10	#REF!	10
	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11	#REF!	11
	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12	#REF!	12
	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13	#REF!	13
	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14	#REF!	14
	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15	#REF!	15
	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16	#REF!	16
	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17	#REF!	17
	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18	#REF!	18
	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19	#REF!	19
	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20	#REF!	20
	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21	#REF!	21
	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22	#REF!	22
	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23	#REF!	23
	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24	#REF!	24
	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25	#REF!	25

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

6.7

6.7

7.2

7.2

8.9

8.9

95th % Queue/Ln (veh)

11

11

12

12

14

14

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0012	0	0.0012	0	0.0007	0	0.0007	0	0.0001	0	0.0001	0
	0.0093	1	0.0093	1	0.0060	1	0.0060	1	0.0014	1	0.0014	1
	0.0365	2	0.0365	2	0.0250	2	0.0250	2	0.0070	2	0.0070	2
	0.0974	3	0.0974	3	0.0707	3	0.0707	3	0.0234	3	0.0234	3
	0.1999	4	0.1999	4	0.1533	4	0.1533	4	0.0598	4	0.0598	4
	0.3376	5	0.3376	5	0.2727	5	0.2727	5	0.1244	5	0.1244	5
	0.4919	6	0.4919	6	0.4166	6	0.4166	6	0.2197	6	0.2197	6
	0.6400	7	0.6400	7	0.5650	7	0.5650	7	0.3404	7	0.3404	7
	0.7645	8	0.7645	8	0.6991	8	0.6991	8	0.4741	8	0.4741	8
	0.8575	9	0.8575	9	0.8068	9	0.8068	9	0.6057	9	0.6057	9
	0.9200	10	0.9200	10	0.8846	10	0.8846	10	0.7223	10	0.7223	10
	0.9582	11	0.9582	11	0.9358	11	0.9358	11	0.8163	11	0.8163	11
	0.9796	12	0.9796	12	0.9665	12	0.9665	12	0.8856	12	0.8856	12
	0.9907	13	0.9907	13	0.9837	13	0.9837	13	0.9329	13	0.9329	13
	0.9960	14	0.9960	14	0.9925	14	0.9925	14	0.9629	14	0.9629	14
	0.9984	15	0.9984	15	0.9967	15	0.9967	15	0.9805	15	0.9805	15
	0.9994	16	0.9994	16	0.9987	16	0.9987	16	0.9903	16	0.9903	16
	0.9998	17	0.9998	17	0.9995	17	0.9995	17	0.9954	17	0.9954	17
	0.9999	18	0.9999	18	0.9998	18	0.9998	18	0.9979	18	0.9979	18
	1.0000	19	1.0000	19	0.9999	19	0.9999	19	0.9991	19	0.9991	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	0.9996	20	0.9996	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9999	21	0.9999	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9999	22	0.9999	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: AM Peak Hour

Scenario: EBL

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

1.5

1.5

2.1

2.2

2.7

2.8

95th % Queue/Ln (veh)

4

4

5

5

6

6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2342	0	0.2137	0	0.1214	0	0.1108	0	0.0680	0	0.0620	0
	0.5742	1	0.5435	1	0.3775	1	0.3546	1	0.2507	1	0.2344	1
	0.8209	2	0.7980	2	0.6474	2	0.6227	2	0.4964	2	0.4741	2
	0.9403	3	0.9288	3	0.8371	3	0.8194	3	0.7165	3	0.6963	3
	0.9836	4	0.9793	4	0.9370	4	0.9275	4	0.8646	4	0.8507	4
	0.9962	5	0.9949	5	0.9792	5	0.9751	5	0.9442	5	0.9366	5
	0.9992	6	0.9989	6	0.9940	6	0.9925	6	0.9798	6	0.9764	6
	0.9999	7	0.9998	7	0.9985	7	0.9980	7	0.9935	7	0.9922	7
	1.0000	8	1.0000	8	0.9997	8	0.9995	8	0.9981	8	0.9977	8
	1.0000	9	1.0000	9	0.9999	9	0.9999	9	0.9995	9	0.9994	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	0.9999	10	0.9998	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	SBL	SBL	SBL	SBL	SBL	SBL				
Avg. Queue/Ln (veh)	2.0	2.0	2.4	2.5	2.7	2.7				
95th % Queue/Ln (veh)	5	5	5	5	6	6				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1372	0	0.1351	0	0.0868	0	0.0855	0	0.0690	0
	0.4098	1	0.4056	1	0.2989	1	0.2957	1	0.2535	1
	0.6804	2	0.6763	2	0.5581	2	0.5542	2	0.5001	2
	0.8596	3	0.8569	3	0.7694	3	0.7662	3	0.7199	3
	0.9486	4	0.9472	4	0.8985	4	0.8965	4	0.8668	4
	0.9839	5	0.9834	5	0.9616	5	0.9606	5	0.9454	5
	0.9956	6	0.9954	6	0.9873	6	0.9869	6	0.9804	6
	0.9990	7	0.9989	7	0.9963	7	0.9961	7	0.9937	7
	0.9998	8	0.9998	8	0.9990	8	0.9990	8	0.9982	8
	1.0000	9	1.0000	9	0.9998	9	0.9998	9	0.9995	9
	1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	WBL	WBL	WBL	WBL	WBL	WBL				
Avg. Queue/Ln (veh)	2.2	2.2	2.5	2.5	2.7	2.7				
95th % Queue/Ln (veh)	5	5	5	5	6	6				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1142	0	0.1142	0	0.0816	0	0.0816	0	0.0690	0
	0.3621	1	0.3621	1	0.2862	1	0.2862	1	0.2535	1
	0.6309	2	0.6309	2	0.5424	2	0.5424	2	0.5001	2
	0.8253	3	0.8253	3	0.7564	3	0.7564	3	0.7199	3
	0.9308	4	0.9308	4	0.8904	4	0.8904	4	0.8668	4
	0.9765	5	0.9765	5	0.9576	5	0.9576	5	0.9454	5
	0.9931	6	0.9931	6	0.9857	6	0.9857	6	0.9804	6
	0.9982	7	0.9982	7	0.9957	7	0.9957	7	0.9937	7
	0.9996	8	0.9996	8	0.9988	8	0.9988	8	0.9982	8
	0.9999	9	0.9999	9	0.9997	9	0.9997	9	0.9995	9
	1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

2.0

2.0

2.1

2.1

2.4

2.4

95th % Queue/Ln (veh)

5

5

5

5

5

5

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1384	0	0.1384	0	0.1238	0	0.1238	0	0.0868	0	0.0868	0
	0.4121	1	0.4121	1	0.3825	1	0.3825	1	0.2989	1	0.2989	1
	0.6827	2	0.6827	2	0.6526	2	0.6526	2	0.5581	2	0.5581	2
	0.8611	3	0.8611	3	0.8407	3	0.8407	3	0.7694	3	0.7694	3
	0.9493	4	0.9493	4	0.9390	4	0.9390	4	0.8985	4	0.8985	4
	0.9842	5	0.9842	5	0.9800	5	0.9800	5	0.9616	5	0.9616	5
	0.9957	6	0.9957	6	0.9943	6	0.9943	6	0.9873	6	0.9873	6
	0.9990	7	0.9990	7	0.9986	7	0.9986	7	0.9963	7	0.9963	7
	0.9998	8	0.9998	8	0.9997	8	0.9997	8	0.9990	8	0.9990	8
	1.0000	9	1.0000	9	0.9999	9	0.9999	9	0.9998	9	0.9998	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	0.9999	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: PM Peak Hour

Scenario: EBL

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

7.8

7.9

10.5

10.5

11.2

11.2

95th % Queue/Ln (veh)

13

13

16

16

17

17

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0004	0	0.0004	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0035	1	0.0034	1	0.0003	1	0.0003	1	0.0002	1	0.0002	1
	0.0155	2	0.0153	2	0.0019	2	0.0018	2	0.0010	2	0.0010	2
	0.0471	3	0.0464	3	0.0072	3	0.0071	3	0.0042	3	0.0041	3
	0.1089	4	0.1075	4	0.0212	4	0.0209	4	0.0130	4	0.0128	4
	0.2059	5	0.2038	5	0.0507	5	0.0501	5	0.0328	5	0.0324	5
	0.3327	6	0.3299	6	0.1022	6	0.1011	6	0.0699	6	0.0691	6
	0.4749	7	0.4717	7	0.1794	7	0.1777	7	0.1294	7	0.1281	7
	0.6142	8	0.6112	8	0.2805	8	0.2783	8	0.2128	8	0.2110	8
	0.7357	9	0.7330	9	0.3984	9	0.3958	9	0.3169	9	0.3146	9
	0.8310	10	0.8289	10	0.5221	10	0.5194	10	0.4336	10	0.4311	10
	0.8990	11	0.8975	11	0.6400	11	0.6374	11	0.5528	11	0.5501	11
	0.9434	12	0.9424	12	0.7431	12	0.7408	12	0.6642	12	0.6617	12
	0.9702	13	0.9696	13	0.8263	13	0.8244	13	0.7603	13	0.7582	13
	0.9852	14	0.9849	14	0.8886	14	0.8872	14	0.8374	14	0.8357	14
	0.9931	15	0.9929	15	0.9322	15	0.9312	15	0.8951	15	0.8938	15
	0.9969	16	0.9968	16	0.9607	16	0.9601	16	0.9355	16	0.9346	16
	0.9987	17	0.9987	17	0.9783	17	0.9779	17	0.9622	17	0.9616	17
	0.9995	18	0.9995	18	0.9886	18	0.9884	18	0.9789	18	0.9785	18
	0.9998	19	0.9998	19	0.9943	19	0.9941	19	0.9887	19	0.9885	19
	0.9999	20	0.9999	20	0.9972	20	0.9972	20	0.9942	20	0.9941	20
	1.0000	21	1.0000	21	0.9987	21	0.9987	21	0.9972	21	0.9971	21
	1.0000	22	1.0000	22	0.9994	22	0.9994	22	0.9987	22	0.9986	22
	1.0000	23	1.0000	23	0.9998	23	0.9998	23	0.9994	23	0.9994	23
	1.0000	24	1.0000	24	0.9999	24	0.9999	24	0.9997	24	0.9997	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	0.9999	25	0.9999	25

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

7.6

7.7

10.2

10.3

12.0

12.0

95th % Queue/Ln (veh)

12

12

16

16

18

18

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0005	0	0.0005	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0044	1	0.0041	1	0.0004	1	0.0004	1	0.0001	1	0.0001	1
	0.0191	2	0.0178	2	0.0023	2	0.0022	2	0.0005	2	0.0005	2
	0.0562	3	0.0530	3	0.0089	3	0.0084	3	0.0024	3	0.0022	3
	0.1265	4	0.1204	4	0.0257	4	0.0242	4	0.0078	4	0.0074	4
	0.2330	5	0.2237	5	0.0599	5	0.0569	5	0.0209	5	0.0198	5
	0.3676	6	0.3558	6	0.1180	6	0.1130	6	0.0470	6	0.0447	6
	0.5133	7	0.5004	7	0.2027	7	0.1953	7	0.0915	7	0.0876	7
	0.6513	8	0.6390	8	0.3108	8	0.3012	8	0.1580	8	0.1521	8
	0.7674	9	0.7570	9	0.4332	9	0.4223	9	0.2463	9	0.2385	9
	0.8555	10	0.8475	10	0.5580	10	0.5469	10	0.3519	10	0.3426	10
	0.9161	11	0.9106	11	0.6738	11	0.6635	11	0.4667	11	0.4565	11
	0.9544	12	0.9509	12	0.7722	12	0.7634	12	0.5810	12	0.5709	12
	0.9767	13	0.9747	13	0.8494	13	0.8425	13	0.6862	13	0.6768	13
	0.9888	14	0.9877	14	0.9057	14	0.9006	14	0.7760	14	0.7680	14
	0.9949	15	0.9944	15	0.9440	15	0.9405	15	0.8476	15	0.8412	15
	0.9978	16	0.9976	16	0.9684	16	0.9661	16	0.9011	16	0.8963	16
	0.9991	17	0.9990	17	0.9830	17	0.9816	17	0.9387	17	0.9353	17
	0.9997	18	0.9996	18	0.9913	18	0.9905	18	0.9637	18	0.9614	18
	0.9999	19	0.9999	19	0.9957	19	0.9953	19	0.9794	19	0.9780	19
	1.0000	20	0.9999	20	0.9980	20	0.9978	20	0.9888	20	0.9880	20
	1.0000	21	1.0000	21	0.9991	21	0.9990	21	0.9942	21	0.9937	21
	1.0000	22	1.0000	22	0.9996	22	0.9996	22	0.9971	22	0.9968	22
	1.0000	23	1.0000	23	0.9998	23	0.9998	23	0.9986	23	0.9985	23
	1.0000	24	1.0000	24	0.9999	24	0.9999	24	0.9993	24	0.9993	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	0.9997	25	0.9997	25

Intersection: #9. Mathilda Avenue / Maude Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

2.7

2.7

2.8

2.8

3.0

3.0

95th % Queue/Ln (veh)

6

6

6

6

6

6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0665	0	0.0665	0	0.0622	0	0.0622	0	0.0509	0	0.0509	0
	0.2467	1	0.2467	1	0.2349	1	0.2349	1	0.2025	1	0.2025	1
	0.4909	2	0.4909	2	0.4748	2	0.4748	2	0.4282	2	0.4282	2
	0.7116	3	0.7116	3	0.6969	3	0.6969	3	0.6522	3	0.6522	3
	0.8612	4	0.8612	4	0.8511	4	0.8511	4	0.8190	4	0.8190	4
	0.9424	5	0.9424	5	0.9368	5	0.9368	5	0.9183	5	0.9183	5
	0.9790	6	0.9790	6	0.9765	6	0.9765	6	0.9676	6	0.9676	6
	0.9932	7	0.9932	7	0.9922	7	0.9922	7	0.9886	7	0.9886	7
	0.9980	8	0.9980	8	0.9977	8	0.9977	8	0.9964	8	0.9964	8
	0.9995	9	0.9995	9	0.9994	9	0.9994	9	0.9990	9	0.9990	9
	0.9999	10	0.9999	10	0.9998	10	0.9998	10	0.9997	10	0.9997	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	0.9999	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #10. Mathilda Avenue / Indio Way

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

3.4

3.4

3.4

3.4

3.7

3.7

95th % Queue/Ln (veh)

7

7

7

7

7

7

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0334	0	0.0334	0	0.0334	0	0.0334	0	0.0256	0	0.0256	0
	0.1468	1	0.1468	1	0.1468	1	0.1468	1	0.1193	1	0.1193	1
	0.3397	2	0.3397	2	0.3397	2	0.3397	2	0.2911	2	0.2911	2
	0.5584	3	0.5584	3	0.5584	3	0.5584	3	0.5011	3	0.5011	3
	0.7442	4	0.7442	4	0.7442	4	0.7442	4	0.6936	4	0.6936	4
	0.8705	5	0.8705	5	0.8705	5	0.8705	5	0.8348	5	0.8348	5
	0.9421	6	0.9421	6	0.9421	6	0.9421	6	0.9211	6	0.9211	6
	0.9769	7	0.9769	7	0.9769	7	0.9769	7	0.9663	7	0.9663	7
	0.9917	8	0.9917	8	0.9917	8	0.9917	8	0.9870	8	0.9870	8
	0.9973	9	0.9973	9	0.9973	9	0.9973	9	0.9954	9	0.9954	9
	0.9992	10	0.9992	10	0.9992	10	0.9992	10	0.9985	10	0.9985	10
	0.9998	11	0.9998	11	0.9998	11	0.9998	11	0.9996	11	0.9996	11
	0.9999	12	0.9999	12	0.9999	12	0.9999	12	0.9999	12	0.9999	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #10. Mathilda Avenue / Indio Way

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #10. Mathilda Avenue / Indio Way

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	SBL	SBL	SBL	SBL	SBL	SBL				
Avg. Queue/Ln (veh)	0.8	0.8	0.8	0.8	0.9	0.9				
95th % Queue/Ln (veh)	2	2	3	3	3	3				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.4646	0	0.4646	0	0.4346	0	0.4346	0	0.4066	0
	0.8207	1	0.8207	1	0.7968	1	0.7968	1	0.7725	1
	0.9572	2	0.9572	2	0.9477	2	0.9477	2	0.9371	2
	0.9921	3	0.9921	3	0.9896	3	0.9896	3	0.9865	3
	0.9988	4	0.9988	4	0.9983	4	0.9983	4	0.9977	4
	0.9999	5	0.9999	5	0.9998	5	0.9998	5	0.9997	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #10. Mathilda Avenue / Indio Way

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	WBL	WBL	WBL	WBL	WBL	WBL				
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0				
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #10. Mathilda Avenue / Indio Way

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

1.5

1.5

1.5

1.5

1.6

1.6

95th % Queue/Ln (veh)

4

4

4

4

4

4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.2207	0	0.2207	0	0.2207	0	0.2207	0	0.1931	0	0.1931	0
	0.5541	1	0.5541	1	0.5541	1	0.5541	1	0.5107	1	0.5107	1
	0.8061	2	0.8061	2	0.8061	2	0.8061	2	0.7718	2	0.7718	2
	0.9330	3	0.9330	3	0.9330	3	0.9330	3	0.9149	3	0.9149	3
	0.9809	4	0.9809	4	0.9809	4	0.9809	4	0.9738	4	0.9738	4
	0.9954	5	0.9954	5	0.9954	5	0.9954	5	0.9931	5	0.9931	5
	0.9990	6	0.9990	6	0.9990	6	0.9990	6	0.9984	6	0.9984	6
	0.9998	7	0.9998	7	0.9998	7	0.9998	7	0.9997	7	0.9997	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	0.9999	8	0.9999	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #10. Mathilda Avenue / Indio Way

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #10. Mathilda Avenue / Indio Way

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	2.0	2.0	2.7	2.7	2.8	2.8
95th % Queue/Ln (veh)	5	5	6	6	6	6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1295	0	0.1295	0	0.0695	0	0.0695	0	0.0608	0
	0.3941	1	0.3941	1	0.2548	1	0.2548	1	0.2311	1
	0.6646	2	0.6646	2	0.5018	2	0.5018	2	0.4695	2
	0.8490	3	0.8490	3	0.7214	3	0.7214	3	0.6919	3
	0.9432	4	0.9432	4	0.8678	4	0.8678	4	0.8477	4
	0.9818	5	0.9818	5	0.9459	5	0.9459	5	0.9349	5
	0.9949	6	0.9949	6	0.9806	6	0.9806	6	0.9756	6
	0.9987	7	0.9987	7	0.9938	7	0.9938	7	0.9919	7
	0.9997	8	0.9997	8	0.9982	8	0.9982	8	0.9976	8
	0.9999	9	0.9999	9	0.9995	9	0.9995	9	0.9993	9
	1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9998	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #10. Mathilda Avenue / Indio Way

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	NBL	NBL	NBL	NBL	NBL	NBL
Avg. Queue/Ln (veh)	5.1	5.1	5.1	5.1	11.5	11.5
95th % Queue/Ln (veh)	9	9	9	9	17	17

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0063	0	0.0063	0	0.0063	0	0.0000	0	0.0000	0
	0.0382	1	0.0382	1	0.0382	1	0.0001	1	0.0001	1
	0.1191	2	0.1191	2	0.1191	2	0.0008	2	0.0008	2
	0.2558	3	0.2558	3	0.2558	3	0.0035	3	0.0035	3
	0.4289	4	0.4289	4	0.4289	4	0.0110	4	0.0110	4
	0.6043	5	0.6043	5	0.6043	5	0.0283	5	0.0283	5
	0.7524	6	0.7524	6	0.7524	6	0.0614	6	0.0614	6
	0.8596	7	0.8596	7	0.8596	7	0.1155	7	0.1155	7
	0.9275	8	0.9275	8	0.9275	8	0.1932	8	0.1932	8
	0.9657	9	0.9657	9	0.9657	9	0.2921	9	0.2921	9
	0.9851	10	0.9851	10	0.9851	10	0.4055	10	0.4055	10
	0.9940	11	0.9940	11	0.9940	11	0.5237	11	0.5237	11
	0.9977	12	0.9977	12	0.9977	12	0.6367	12	0.6367	12
	0.9992	13	0.9992	13	0.9992	13	0.7364	13	0.7364	13
	0.9997	14	0.9997	14	0.9997	14	0.8180	14	0.8180	14
	0.9999	15	0.9999	15	0.9999	15	0.8804	15	0.8804	15
	1.0000	16	1.0000	16	1.0000	16	0.9251	16	0.9251	16
	1.0000	17	1.0000	17	1.0000	17	0.9553	17	0.9553	17
	1.0000	18	1.0000	18	1.0000	18	0.9745	18	0.9745	18
	1.0000	19	1.0000	19	1.0000	19	0.9861	19	0.9861	19
	1.0000	20	1.0000	20	1.0000	20	0.9927	20	0.9927	20
	1.0000	21	1.0000	21	1.0000	21	0.9964	21	0.9964	21
	1.0000	22	1.0000	22	1.0000	22	0.9982	22	0.9982	22
	1.0000	23	1.0000	23	1.0000	23	0.9992	23	0.9992	23
	1.0000	24	1.0000	24	1.0000	24	0.9996	24	0.9996	24
	1.0000	25	1.0000	25	1.0000	25	0.9998	25	0.9998	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	EBL	EBL	EBL	EBL	EBL	EBL
Avg. Queue/Ln (veh)	3.5	3.5	5.8	5.8	8.4	8.4
95th % Queue/Ln (veh)	7	7	10	10	13	13

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0312	0	0.0312	0	0.0031	0	0.0002	0	0.0002	0
	0.1395	1	0.1395	1	0.0210	1	0.0021	1	0.0021	1
	0.3271	2	0.3271	2	0.0727	2	0.0100	2	0.0100	2
	0.5438	3	0.5438	3	0.1722	3	0.0323	3	0.0323	3
	0.7317	4	0.7317	4	0.3159	4	0.0789	4	0.0789	4
	0.8620	5	0.8620	5	0.4820	5	0.1573	5	0.1573	5
	0.9373	6	0.9373	6	0.6419	6	0.2670	6	0.2670	6
	0.9745	7	0.9745	7	0.7740	7	0.3987	7	0.3987	7
	0.9907	8	0.9907	8	0.8693	8	0.5369	8	0.5369	8
	0.9969	9	0.9969	9	0.9305	9	0.6659	9	0.6659	9
	0.9991	10	0.9991	10	0.9659	10	0.7743	10	0.7743	10
	0.9997	11	0.9997	11	0.9845	11	0.8571	11	0.8571	11
	0.9999	12	0.9999	12	0.9934	12	0.9150	12	0.9150	12
	1.0000	13	1.0000	13	0.9974	13	0.9524	13	0.9524	13
	1.0000	14	1.0000	14	0.9990	14	0.9749	14	0.9749	14
	1.0000	15	1.0000	15	0.9997	15	0.9875	15	0.9875	15
	1.0000	16	1.0000	16	0.9999	16	0.9941	16	0.9941	16
	1.0000	17	1.0000	17	1.0000	17	0.9973	17	0.9973	17
	1.0000	18	1.0000	18	1.0000	18	0.9989	18	0.9989	18
	1.0000	19	1.0000	19	1.0000	19	0.9995	19	0.9995	19
	1.0000	20	1.0000	20	1.0000	20	0.9998	20	0.9998	20
	1.0000	21	1.0000	21	1.0000	21	0.9999	21	0.9999	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	2.2	2.2	3.8	3.8	4.2	4.2
95th % Queue/Ln (veh)	5	5	7	7	8	8

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1084	0	0.1084	0	0.0229	0	0.0229	0	0.0147	0
	0.3492	1	0.3492	1	0.1093	1	0.1093	1	0.0766	1
	0.6168	2	0.6168	2	0.2725	2	0.2725	2	0.2073	2
	0.8150	3	0.8150	3	0.4780	3	0.4780	3	0.3913	3
	0.9251	4	0.9251	4	0.6722	4	0.6722	4	0.5855	4
	0.9740	5	0.9740	5	0.8188	5	0.8188	5	0.7495	5
	0.9921	6	0.9921	6	0.9112	6	0.9112	6	0.8649	6
	0.9979	7	0.9979	7	0.9610	7	0.9610	7	0.9345	7
	0.9995	8	0.9995	8	0.9845	8	0.9845	8	0.9713	8
	0.9999	9	0.9999	9	0.9944	9	0.9944	9	0.9885	9
	1.0000	10	1.0000	10	0.9982	10	0.9982	10	0.9958	10
	1.0000	11	1.0000	11	0.9994	11	0.9994	11	0.9986	11
	1.0000	12	1.0000	12	0.9998	12	0.9998	12	0.9995	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	0.9999	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	2.6	2.6	2.6	2.6	3.5	3.5
95th % Queue/Ln (veh)	6	6	6	6	7	7

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0726	0	0.0726	0	0.0726	0	0.0312	0	0.0312	0
	0.2631	1	0.2631	1	0.2631	1	0.1395	1	0.1395	1
	0.5129	2	0.5129	2	0.5129	2	0.3271	2	0.3271	2
	0.7312	3	0.7312	3	0.7312	3	0.5438	3	0.5438	3
	0.8743	4	0.8743	4	0.8743	4	0.7317	4	0.7317	4
	0.9493	5	0.9493	5	0.9493	5	0.8620	5	0.8620	5
	0.9821	6	0.9821	6	0.9821	6	0.9373	6	0.9373	6
	0.9944	7	0.9944	7	0.9944	7	0.9745	7	0.9745	7
	0.9984	8	0.9984	8	0.9984	8	0.9907	8	0.9907	8
	0.9996	9	0.9996	9	0.9996	9	0.9969	9	0.9969	9
	0.9999	10	0.9999	10	0.9999	10	0.9991	10	0.9991	10
	1.0000	11	1.0000	11	1.0000	11	0.9997	11	0.9997	11
	1.0000	12	1.0000	12	1.0000	12	0.9999	12	0.9999	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

2.3

2.3

2.3

2.3

3.1

3.1

95th % Queue/Ln (veh)

5

5

5

5

6

6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0992	0	0.0992	0	0.0992	0	0.0992	0	0.0466	0	0.0466	0
	0.3283	1	0.3283	1	0.3283	1	0.3283	1	0.1894	1	0.1894	1
	0.5931	2	0.5931	2	0.5931	2	0.5931	2	0.4084	2	0.4084	2
	0.7971	3	0.7971	3	0.7971	3	0.7971	3	0.6323	3	0.6323	3
	0.9149	4	0.9149	4	0.9149	4	0.9149	4	0.8039	4	0.8039	4
	0.9694	5	0.9694	5	0.9694	5	0.9694	5	0.9092	5	0.9092	5
	0.9904	6	0.9904	6	0.9904	6	0.9904	6	0.9630	6	0.9630	6
	0.9973	7	0.9973	7	0.9973	7	0.9973	7	0.9866	7	0.9866	7
	0.9993	8	0.9993	8	0.9993	8	0.9993	8	0.9956	8	0.9956	8
	0.9999	9	0.9999	9	0.9999	9	0.9999	9	0.9987	9	0.9987	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	0.9996	10	0.9996	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	0.9999	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

6.7

6.7

7.5

7.5

10.1

10.1

95th % Queue/Ln (veh)

11

11

12

12

16

16

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0013	0	0.0013	0	0.0005	0	0.0005	0	0.0000	0	0.0000	0
	0.0098	1	0.0098	1	0.0047	1	0.0047	1	0.0005	1	0.0005	1
	0.0380	2	0.0380	2	0.0201	2	0.0201	2	0.0026	2	0.0026	2
	0.1009	3	0.1009	3	0.0587	3	0.0587	3	0.0097	3	0.0097	3
	0.2056	4	0.2056	4	0.1313	4	0.1313	4	0.0276	4	0.0276	4
	0.3453	5	0.3453	5	0.2402	5	0.2402	5	0.0638	5	0.0638	5
	0.5005	6	0.5005	6	0.3766	6	0.3766	6	0.1246	6	0.1246	6
	0.6482	7	0.6482	7	0.5230	7	0.5230	7	0.2123	7	0.2123	7
	0.7714	8	0.7714	8	0.6604	8	0.6604	8	0.3229	8	0.3229	8
	0.8626	9	0.8626	9	0.7751	9	0.7751	9	0.4469	9	0.4469	9
	0.9234	10	0.9234	10	0.8613	10	0.8613	10	0.5719	10	0.5719	10
	0.9603	11	0.9603	11	0.9201	11	0.9201	11	0.6866	11	0.6866	11
	0.9808	12	0.9808	12	0.9569	12	0.9569	12	0.7831	12	0.7831	12
	0.9913	13	0.9913	13	0.9782	13	0.9782	13	0.8579	13	0.8579	13
	0.9963	14	0.9963	14	0.9896	14	0.9896	14	0.9118	14	0.9118	14
	0.9985	15	0.9985	15	0.9953	15	0.9953	15	0.9481	15	0.9481	15
	0.9994	16	0.9994	16	0.9980	16	0.9980	16	0.9710	16	0.9710	16
	0.9998	17	0.9998	17	0.9992	17	0.9992	17	0.9846	17	0.9846	17
	0.9999	18	0.9999	18	0.9997	18	0.9997	18	0.9922	18	0.9922	18
	1.0000	19	1.0000	19	0.9999	19	0.9999	19	0.9962	19	0.9962	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	0.9982	20	0.9982	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9992	21	0.9992	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9997	22	0.9997	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9999	23	0.9999	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	0.9999	24	0.9999	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

7.6

7.6

10.1

10.1

12.4

12.4

95th % Queue/Ln (veh)

12

12

16

16

18

18

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0005	0	0.0005	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0045	1	0.0045	1	0.0004	1	0.0004	1	0.0001	1	0.0001	1
	0.0194	2	0.0194	2	0.0025	2	0.0025	2	0.0004	2	0.0004	2
	0.0570	3	0.0570	3	0.0094	3	0.0094	3	0.0017	3	0.0017	3
	0.1281	4	0.1281	4	0.0268	4	0.0268	4	0.0057	4	0.0057	4
	0.2354	5	0.2354	5	0.0622	5	0.0622	5	0.0158	5	0.0158	5
	0.3706	6	0.3706	6	0.1220	6	0.1220	6	0.0366	6	0.0366	6
	0.5165	7	0.5165	7	0.2084	7	0.2084	7	0.0734	7	0.0734	7
	0.6543	8	0.6543	8	0.3180	8	0.3180	8	0.1305	8	0.1305	8
	0.7700	9	0.7700	9	0.4414	9	0.4414	9	0.2092	9	0.2092	9
	0.8574	10	0.8574	10	0.5664	10	0.5664	10	0.3067	10	0.3067	10
	0.9175	11	0.9175	11	0.6815	11	0.6815	11	0.4167	11	0.4167	11
	0.9553	12	0.9553	12	0.7788	12	0.7788	12	0.5303	12	0.5303	12
	0.9772	13	0.9772	13	0.8546	13	0.8546	13	0.6387	13	0.6387	13
	0.9891	14	0.9891	14	0.9094	14	0.9094	14	0.7347	14	0.7347	14
	0.9951	15	0.9951	15	0.9465	15	0.9465	15	0.8140	15	0.8140	15
	0.9979	16	0.9979	16	0.9699	16	0.9699	16	0.8755	16	0.8755	16
	0.9991	17	0.9991	17	0.9839	17	0.9839	17	0.9204	17	0.9204	17
	0.9997	18	0.9997	18	0.9918	18	0.9918	18	0.9513	18	0.9513	18
	0.9999	19	0.9999	19	0.9960	19	0.9960	19	0.9715	19	0.9715	19
	1.0000	20	1.0000	20	0.9981	20	0.9981	20	0.9840	20	0.9840	20
	1.0000	21	1.0000	21	0.9992	21	0.9992	21	0.9914	21	0.9914	21
	1.0000	22	1.0000	22	0.9996	22	0.9996	22	0.9955	22	0.9955	22
	1.0000	23	1.0000	23	0.9999	23	0.9999	23	0.9978	23	0.9978	23
	1.0000	24	1.0000	24	0.9999	24	0.9999	24	0.9989	24	0.9989	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	0.9995	25	0.9995	25

Intersection: #11. Mathilda Avenue / California Avenue

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

2.1

2.1

2.1

2.1

2.4

2.4

95th % Queue/Ln (veh)

5

5

5

5

5

5

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1238	0	0.1238	0	0.1238	0	0.1238	0	0.0907	0	0.0907	0
	0.3825	1	0.3825	1	0.3825	1	0.3825	1	0.3084	1	0.3084	1
	0.6526	2	0.6526	2	0.6526	2	0.6526	2	0.5697	2	0.5697	2
	0.8407	3	0.8407	3	0.8407	3	0.8407	3	0.7787	3	0.7787	3
	0.9390	4	0.9390	4	0.9390	4	0.9390	4	0.9041	4	0.9041	4
	0.9800	5	0.9800	5	0.9800	5	0.9800	5	0.9643	5	0.9643	5
	0.9943	6	0.9943	6	0.9943	6	0.9943	6	0.9884	6	0.9884	6
	0.9986	7	0.9986	7	0.9986	7	0.9986	7	0.9967	7	0.9967	7
	0.9997	8	0.9997	8	0.9997	8	0.9997	8	0.9991	8	0.9991	8
	0.9999	9	0.9999	9	0.9999	9	0.9999	9	0.9998	9	0.9998	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #12. Mathilda Avenue / Java Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

4.6

4.6

4.6

4.6

5.0

5.0

95th % Queue/Ln (veh)

8

8

8

8

9

9

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0099	0	0.0099	0	0.0099	0	0.0099	0	0.0070	0	0.0070	0
	0.0557	1	0.0557	1	0.0557	1	0.0557	1	0.0417	1	0.0417	1
	0.1613	2	0.1613	2	0.1613	2	0.1613	2	0.1278	2	0.1278	2
	0.3237	3	0.3237	3	0.3237	3	0.3237	3	0.2703	3	0.2703	3
	0.5109	4	0.5109	4	0.5109	4	0.5109	4	0.4471	4	0.4471	4
	0.6836	5	0.6836	5	0.6836	5	0.6836	5	0.6225	5	0.6225	5
	0.8164	6	0.8164	6	0.8164	6	0.8164	6	0.7676	6	0.7676	6
	0.9039	7	0.9039	7	0.9039	7	0.9039	7	0.8705	7	0.8705	7
	0.9543	8	0.9543	8	0.9543	8	0.9543	8	0.9343	8	0.9343	8
	0.9802	9	0.9802	9	0.9802	9	0.9802	9	0.9695	9	0.9695	9
	0.9921	10	0.9921	10	0.9921	10	0.9921	10	0.9870	10	0.9870	10
	0.9971	11	0.9971	11	0.9971	11	0.9971	11	0.9948	11	0.9948	11
	0.9990	12	0.9990	12	0.9990	12	0.9990	12	0.9981	12	0.9981	12
	0.9997	13	0.9997	13	0.9997	13	0.9997	13	0.9994	13	0.9994	13
	0.9999	14	0.9999	14	0.9999	14	0.9999	14	0.9998	14	0.9998	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	0.9999	15	0.9999	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #12. Mathilda Avenue / Java Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.1

0.1

0.1

0.1

0.1

0.1

95th % Queue/Ln (veh)

1

1

1

1

1

1

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.9048	0	0.9048	0	0.9048	0	0.9048	0	0.8936	0	0.8936	0
	0.9953	1	0.9953	1	0.9953	1	0.9953	1	0.9941	1	0.9941	1
	0.9998	2	0.9998	2	0.9998	2	0.9998	2	0.9998	2	0.9998	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #12. Mathilda Avenue / Java Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	SBL	SBL	SBL	SBL	SBL	SBL				
Avg. Queue/Ln (veh)	0.2	0.2	0.2	0.2	0.2	0.2				
95th % Queue/Ln (veh)	1	1	1	1	1	1				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.8290	0	0.8290	0	0.8290	0	0.7886	0	0.7886	0
	0.9845	1	0.9845	1	0.9845	1	0.9759	1	0.9759	1
	0.9990	2	0.9990	2	0.9990	2	0.9981	2	0.9981	2
	1.0000	3	1.0000	3	1.0000	3	0.9999	3	0.9999	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #12. Mathilda Avenue / Java Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj						
Movement:	WBL	WBL	WBL	WBL	WBL	WBL						
Avg. Queue/Ln (veh)	2.2	2.2	3.0	3.0	4.8	4.8						
95th % Queue/Ln (veh)	5	5	6	6	9	9						
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles		
	0.1108	0	0.1108	0	0.0523	0	0.0523	0	0.0082	0	0.0082	0
	0.3546	1	0.3546	1	0.2067	1	0.2067	1	0.0477	1	0.0477	1
	0.6227	2	0.6227	2	0.4345	2	0.4345	2	0.1425	2	0.1425	2
	0.8194	3	0.8194	3	0.6584	3	0.6584	3	0.2942	3	0.2942	3
	0.9275	4	0.9275	4	0.8236	4	0.8236	4	0.4763	4	0.4763	4
	0.9751	5	0.9751	5	0.9210	5	0.9210	5	0.6510	5	0.6510	5
	0.9925	6	0.9925	6	0.9689	6	0.9689	6	0.7908	6	0.7908	6
	0.9980	7	0.9980	7	0.9891	7	0.9891	7	0.8867	7	0.8867	7
	0.9995	8	0.9995	8	0.9966	8	0.9966	8	0.9442	8	0.9442	8
	0.9999	9	0.9999	9	0.9990	9	0.9990	9	0.9749	9	0.9749	9
	1.0000	10	1.0000	10	0.9997	10	0.9997	10	0.9896	10	0.9896	10
	1.0000	11	1.0000	11	0.9999	11	0.9999	11	0.9960	11	0.9960	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	0.9986	12	0.9986	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	0.9995	13	0.9995	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	0.9999	14	0.9999	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #12. Mathilda Avenue / Java Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.8

0.8

0.8

0.8

0.8

0.8

95th % Queue/Ln (veh)

2

2

2

2

3

3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.4665	0	0.4665	0	0.4665	0	0.4665	0	0.4382	0	0.4382	0
	0.8222	1	0.8222	1	0.8222	1	0.8222	1	0.7998	1	0.7998	1
	0.9578	2	0.9578	2	0.9578	2	0.9578	2	0.9489	2	0.9489	2
	0.9923	3	0.9923	3	0.9923	3	0.9923	3	0.9899	3	0.9899	3
	0.9989	4	0.9989	4	0.9989	4	0.9989	4	0.9984	4	0.9984	4
	0.9999	5	0.9999	5	0.9999	5	0.9999	5	0.9998	5	0.9998	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #12. Mathilda Avenue / Java Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

1.8

1.8

1.8

1.8

2.0

2.0

95th % Queue/Ln (veh)

4

4

4

4

4

4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1632	0	0.1632	0	0.1632	0	0.1632	0	0.1423	0	0.1423	0
	0.4591	1	0.4591	1	0.4591	1	0.4591	1	0.4197	1	0.4197	1
	0.7273	2	0.7273	2	0.7273	2	0.7273	2	0.6902	2	0.6902	2
	0.8893	3	0.8893	3	0.8893	3	0.8893	3	0.8660	3	0.8660	3
	0.9627	4	0.9627	4	0.9627	4	0.9627	4	0.9517	4	0.9517	4
	0.9893	5	0.9893	5	0.9893	5	0.9893	5	0.9852	5	0.9852	5
	0.9973	6	0.9973	6	0.9973	6	0.9973	6	0.9960	6	0.9960	6
	0.9994	7	0.9994	7	0.9994	7	0.9994	7	0.9991	7	0.9991	7
	0.9999	8	0.9999	8	0.9999	8	0.9999	8	0.9998	8	0.9998	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #12. Mathilda Avenue / Java Drive

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	0.4	0.4	0.4	0.4	0.4	0.4
95th % Queue/Ln (veh)	2	2	2	2	2	2

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.6959	0	0.6959	0	0.6959	0	0.6959	0	0.6620	0
	0.9482	1	0.9482	1	0.9482	1	0.9482	1	0.9351	1
	0.9939	2	0.9939	2	0.9939	2	0.9939	2	0.9914	2
	0.9995	3	0.9995	3	0.9995	3	0.9995	3	0.9991	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	0.9999	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #12. Mathilda Avenue / Java Drive

Period: PM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	4.6	4.6	6.8	6.8	7.6	7.6
95th % Queue/Ln (veh)	8	8	11	11	12	12

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0101	0	0.0101	0	0.0011	0	0.0011	0	0.0005	0
	0.0563	1	0.0563	1	0.0087	1	0.0087	1	0.0043	1
	0.1626	2	0.1626	2	0.0344	2	0.0344	2	0.0188	2
	0.3257	3	0.3257	3	0.0928	3	0.0928	3	0.0554	3
	0.5132	4	0.5132	4	0.1920	4	0.1920	4	0.1249	4
	0.6858	5	0.6858	5	0.3270	5	0.3270	5	0.2307	5
	0.8180	6	0.8180	6	0.4799	6	0.4799	6	0.3646	6
	0.9049	7	0.9049	7	0.6285	7	0.6285	7	0.5100	7
	0.9549	8	0.9549	8	0.7548	8	0.7548	8	0.6482	8
	0.9805	9	0.9805	9	0.8502	9	0.8502	9	0.7649	9
	0.9922	10	0.9922	10	0.9151	10	0.9151	10	0.8535	10
	0.9971	11	0.9971	11	0.9552	11	0.9552	11	0.9148	11
	0.9990	12	0.9990	12	0.9779	12	0.9779	12	0.9536	12
	0.9997	13	0.9997	13	0.9898	13	0.9898	13	0.9762	13
	0.9999	14	0.9999	14	0.9956	14	0.9956	14	0.9886	14
	1.0000	15	1.0000	15	0.9982	15	0.9982	15	0.9948	15
	1.0000	16	1.0000	16	0.9993	16	0.9993	16	0.9978	16
	1.0000	17	1.0000	17	0.9997	17	0.9997	17	0.9991	17
	1.0000	18	1.0000	18	0.9999	18	0.9999	18	0.9996	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	0.9999	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #13. Bordeaux Drive / Java Drive

Period: AM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.1

0.1

0.1

0.1

0.1

0.1

95th % Queue/Ln (veh)

1

1

1

1

1

1

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.9200	0	0.9200	0	0.9200	0	0.9200	0	0.9200	0	0.9200	0
	0.9967	1	0.9967	1	0.9967	1	0.9967	1	0.9967	1	0.9967	1
	0.9999	2	0.9999	2	0.9999	2	0.9999	2	0.9999	2	0.9999	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #13. Bordeaux Drive / Java Drive

Period: AM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.3

0.3

0.3

0.3

0.4

0.4

95th % Queue/Ln (veh)

1

1

1

1

1

1

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.7788	0	0.7788	0	0.7165	0	0.7165	0	0.7047	0	0.7047	0
	0.9735	1	0.9735	1	0.9554	1	0.9554	1	0.9513	1	0.9513	1
	0.9978	2	0.9978	2	0.9952	2	0.9952	2	0.9945	2	0.9945	2
	0.9999	3	0.9999	3	0.9996	3	0.9996	3	0.9995	3	0.9995	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #13. Bordeaux Drive / Java Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	SBL	SBL	SBL	SBL	SBL	SBL				
Avg. Queue/Ln (veh)	0.3	0.3	0.4	0.4	0.4	0.4				
95th % Queue/Ln (veh)	1	1	2	2	2	2				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.7788	0	0.7788	0	0.6930	0	0.6930	0	0.6816	0
	0.9735	1	0.9735	1	0.9472	1	0.9472	1	0.9429	1
	0.9978	2	0.9978	2	0.9937	2	0.9937	2	0.9929	2
	0.9999	3	0.9999	3	0.9994	3	0.9994	3	0.9993	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	0.9999	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #13. Bordeaux Drive / Java Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj						
Movement:	WBL	WBL	WBL	WBL	WBL	WBL						
Avg. Queue/Ln (veh)	0.9	1.2	1.6	1.9	2.7	3.0						
95th % Queue/Ln (veh)	3	3	4	4	6	6						
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.3998	0	0.2913	0	0.2087	0	0.1521	0	0.0695	0	0.0506	0
	0.7664	1	0.6506	1	0.5358	1	0.4385	1	0.2548	1	0.2017	1
	0.9344	2	0.8722	2	0.7919	2	0.7082	2	0.5018	2	0.4269	2
	0.9857	3	0.9633	3	0.9257	3	0.8775	3	0.7214	3	0.6510	3
	0.9975	4	0.9914	4	0.9781	4	0.9573	4	0.8678	4	0.8181	4
	0.9996	5	0.9983	5	0.9945	5	0.9873	5	0.9459	5	0.9178	5
	1.0000	6	0.9997	6	0.9988	6	0.9967	6	0.9806	6	0.9673	6
	1.0000	7	1.0000	7	0.9998	7	0.9992	7	0.9938	7	0.9885	7
	1.0000	8	1.0000	8	1.0000	8	0.9998	8	0.9982	8	0.9963	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	0.9995	9	0.9989	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	0.9999	10	0.9997	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #13. Bordeaux Drive / Java Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.1

0.1

0.1

0.1

0.1

0.1

95th % Queue/Ln (veh)

1

1

1

1

1

1

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.9473	0	0.9473	0	0.9473	0	0.9473	0	0.9473	0	0.9473	0
	0.9986	1	0.9986	1	0.9986	1	0.9986	1	0.9986	1	0.9986	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #13. Bordeaux Drive / Java Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.1

0.1

0.6

0.6

0.6

0.6

95th % Queue/Ln (veh)

1

1

2

2

2

2

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.8973	0	0.8973	0	0.5316	0	0.5316	0	0.5316	0	0.5316	0
	0.9945	1	0.9945	1	0.8675	1	0.8675	1	0.8675	1	0.8675	1
	0.9998	2	0.9998	2	0.9736	2	0.9736	2	0.9736	2	0.9736	2
	1.0000	3	1.0000	3	0.9960	3	0.9960	3	0.9960	3	0.9960	3
	1.0000	4	1.0000	4	0.9995	4	0.9995	4	0.9995	4	0.9995	4
	1.0000	5	1.0000	5	0.9999	5	0.9999	5	0.9999	5	0.9999	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #13. Bordeaux Drive / Java Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

2.0

2.0

2.6

2.6

2.7

2.7

95th % Queue/Ln (veh)

4

4

5

5

6

6

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1423	0	0.1423	0	0.0770	0	0.0770	0	0.0666	0	0.0666	0
	0.4197	1	0.4197	1	0.2744	1	0.2744	1	0.2472	1	0.2472	1
	0.6902	2	0.6902	2	0.5275	2	0.5275	2	0.4916	2	0.4916	2
	0.8660	3	0.8660	3	0.7438	3	0.7438	3	0.7123	3	0.7123	3
	0.9517	4	0.9517	4	0.8825	4	0.8825	4	0.8617	4	0.8617	4
	0.9852	5	0.9852	5	0.9536	5	0.9536	5	0.9426	5	0.9426	5
	0.9960	6	0.9960	6	0.9840	6	0.9840	6	0.9791	6	0.9791	6
	0.9991	7	0.9991	7	0.9951	7	0.9951	7	0.9933	7	0.9933	7
	0.9998	8	0.9998	8	0.9986	8	0.9986	8	0.9980	8	0.9980	8
	1.0000	9	1.0000	9	0.9997	9	0.9997	9	0.9995	9	0.9995	9
	1.0000	10	1.0000	10	0.9999	10	0.9999	10	0.9999	10	0.9999	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #13. Bordeaux Drive / Java Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

0.8

0.9

1.0

1.0

1.0

1.1

95th % Queue/Ln (veh)

3

3

3

3

3

3

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.4280	0	0.3982	0	0.3841	0	0.3573	0	0.3573	0	0.3324	0
	0.7912	1	0.7649	1	0.7516	1	0.7250	1	0.7250	1	0.6985	1
	0.9453	2	0.9337	2	0.9274	2	0.9143	2	0.9143	2	0.9001	2
	0.9889	3	0.9855	3	0.9835	3	0.9792	3	0.9792	3	0.9742	3
	0.9982	4	0.9974	4	0.9970	4	0.9959	4	0.9959	4	0.9945	4
	0.9997	5	0.9996	5	0.9995	5	0.9993	5	0.9993	5	0.9990	5
	1.0000	6	0.9999	6	0.9999	6	0.9999	6	0.9999	6	0.9999	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

1.8

1.8

2.1

2.1

2.2

2.3

95th % Queue/Ln (veh)

4

4

5

5

5

5

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.1690	0	0.1581	0	0.1266	0	0.1184	0	0.1108	0	0.1037	0
	0.4695	1	0.4497	1	0.3883	1	0.3711	1	0.3546	1	0.3386	1
	0.7366	2	0.7187	2	0.6586	2	0.6406	2	0.6227	2	0.6049	2
	0.8948	3	0.8840	3	0.8449	3	0.8323	3	0.8194	3	0.8061	3
	0.9652	4	0.9603	4	0.9411	4	0.9345	4	0.9275	4	0.9201	4
	0.9902	5	0.9884	5	0.9809	5	0.9781	5	0.9751	5	0.9718	5
	0.9976	6	0.9971	6	0.9946	6	0.9936	6	0.9925	6	0.9913	6
	0.9995	7	0.9993	7	0.9987	7	0.9984	7	0.9980	7	0.9976	7
	0.9999	8	0.9999	8	0.9997	8	0.9996	8	0.9995	8	0.9994	8
	1.0000	9	1.0000	9	0.9999	9	0.9999	9	0.9999	9	0.9999	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	SBL	SBL	SBL	SBL	SBL	SBL
Avg. Queue/Ln (veh)	0.4	0.4	0.9	0.9	2.0	2.0
95th % Queue/Ln (veh)	2	2	3	3	4	4

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.6412	0	0.6412	0	0.4111	0	0.4111	0	0.1415	0
	0.9261	1	0.9261	1	0.7765	1	0.7765	1	0.4182	1
	0.9895	2	0.9895	2	0.9390	2	0.9390	2	0.6887	2
	0.9989	3	0.9989	3	0.9871	3	0.9871	3	0.8651	3
	0.9999	4	0.9999	4	0.9978	4	0.9978	4	0.9513	4
	1.0000	5	1.0000	5	0.9997	5	0.9997	5	0.9850	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	0.9960	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	0.9990	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	0.9998	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
Movement:	WBL	WBL	WBL	WBL	WBL	WBL
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.3

0.3

0.5

0.5

0.5

0.5

95th % Queue/Ln (veh)

1

1

2

2

2

2

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.7286	0	0.7165	0	0.6271	0	0.6167	0	0.6167	0	0.6065	0
	0.9593	1	0.9554	1	0.9197	1	0.9148	1	0.9148	1	0.9098	1
	0.9958	2	0.9952	2	0.9880	2	0.9868	2	0.9868	2	0.9856	2
	0.9997	3	0.9996	3	0.9986	3	0.9985	3	0.9985	3	0.9982	3
	1.0000	4	1.0000	4	0.9999	4	0.9999	4	0.9999	4	0.9998	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

2.3

2.3

4.4

4.4

7.0

7.0

95th % Queue/Ln (veh)

5

5

8

8

12

12

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0986	0	0.0986	0	0.0129	0	0.0129	0	0.0009	0	0.0009	0
	0.3270	1	0.3270	1	0.0691	1	0.0691	1	0.0074	1	0.0074	1
	0.5916	2	0.5916	2	0.1912	2	0.1912	2	0.0300	2	0.0300	2
	0.7960	3	0.7960	3	0.3682	3	0.3682	3	0.0826	3	0.0826	3
	0.9143	4	0.9143	4	0.5608	4	0.5608	4	0.1745	4	0.1745	4
	0.9691	5	0.9691	5	0.7283	5	0.7283	5	0.3028	5	0.3028	5
	0.9903	6	0.9903	6	0.8498	6	0.8498	6	0.4522	6	0.4522	6
	0.9973	7	0.9973	7	0.9253	7	0.9253	7	0.6012	7	0.6012	7
	0.9993	8	0.9993	8	0.9663	8	0.9663	8	0.7313	8	0.7313	8
	0.9998	9	0.9998	9	0.9861	9	0.9861	9	0.8322	9	0.8322	9
	1.0000	10	1.0000	10	0.9948	10	0.9948	10	0.9027	10	0.9027	10
	1.0000	11	1.0000	11	0.9982	11	0.9982	11	0.9474	11	0.9474	11
	1.0000	12	1.0000	12	0.9994	12	0.9994	12	0.9734	12	0.9734	12
	1.0000	13	1.0000	13	0.9998	13	0.9998	13	0.9874	13	0.9874	13
	1.0000	14	1.0000	14	0.9999	14	0.9999	14	0.9944	14	0.9944	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	0.9976	15	0.9976	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	0.9991	16	0.9991	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	0.9996	17	0.9996	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	0.9999	18	0.9999	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #16. Innovation Way / Moffett Park Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: AM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj				
Movement:	SBL	SBL	SBL	SBL	SBL	SBL				
Avg. Queue/Ln (veh)	0.0	0.0	0.0	0.0	0.0	0.0				
95th % Queue/Ln (veh)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A				
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: AM Peak Hour

Scenario:	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj						
Movement:	WBL	WBL	WBL	WBL	WBL	WBL						
Avg. Queue/Ln (veh)	2.1	2.2	2.9	3.1	3.1	3.2						
95th % Queue/Ln (veh)	5	5	6	6	6	6						
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles		
	0.1238	0	0.1060	0	0.0544	0	0.0466	0	0.0466	0	0.0399	0
	0.3825	1	0.3439	1	0.2128	1	0.1894	1	0.1894	1	0.1683	1
	0.6526	2	0.6108	2	0.4434	2	0.4084	2	0.4084	2	0.3753	2
	0.8407	3	0.8105	3	0.6671	3	0.6323	3	0.6323	3	0.5976	3
	0.9390	4	0.9226	4	0.8300	4	0.8039	4	0.8039	4	0.7766	4
	0.9800	5	0.9729	5	0.9248	5	0.9092	5	0.9092	5	0.8920	5
	0.9943	6	0.9917	6	0.9708	6	0.9630	6	0.9630	6	0.9540	6
	0.9986	7	0.9978	7	0.9899	7	0.9866	7	0.9866	7	0.9825	7
	0.9997	8	0.9995	8	0.9969	8	0.9956	8	0.9956	8	0.9940	8
	0.9999	9	0.9999	9	0.9991	9	0.9987	9	0.9987	9	0.9981	9
	1.0000	10	1.0000	10	0.9998	10	0.9996	10	0.9996	10	0.9995	10
	1.0000	11	1.0000	11	0.9999	11	0.9999	11	0.9999	11	0.9999	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: NBL

NBL

NBL

NBL

NBL

NBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: PM Peak Hour

Scenario: Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement: EBL

EBL

EBL

EBL

EBL

EBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

SBL

SBL

SBL

SBL

SBL

SBL

Avg. Queue/Ln (veh)

0.0

0.0

0.0

0.0

0.0

0.0

95th % Queue/Ln (veh)

#N/A

#N/A

#N/A

#N/A

#N/A

#N/A

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0	1.0000	0
	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1	1.0000	1
	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2	1.0000	2
	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3	1.0000	3
	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4	1.0000	4
	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5	1.0000	5
	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6	1.0000	6
	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7	1.0000	7
	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8	1.0000	8
	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9	1.0000	9
	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10	1.0000	10
	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11	1.0000	11
	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12	1.0000	12
	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13	1.0000	13
	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14	1.0000	14
	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15	1.0000	15
	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16	1.0000	16
	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17	1.0000	17
	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18	1.0000	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19	1.0000	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20	1.0000	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21	1.0000	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22	1.0000	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23	1.0000	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #17. US 101 NB On-Ramp / Moffett Park Drive

Period: PM Peak Hour

Scenario:

Ex

Ex+Proj

Back

Back+Proj

Cum

Cum+Proj

Movement:

WBL

WBL

WBL

WBL

WBL

WBL

Avg. Queue/Ln (veh)

5.6

6.1

9.5

10.0

9.9

10.4

95th % Queue/Ln (veh)

10

10

15

15

15

16

0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0039	0	0.0023	0	0.0001	0	0.0000	0	0.0001	0	0.0000	0
	0.0255	1	0.0164	1	0.0008	1	0.0005	1	0.0006	1	0.0003	1
	0.0853	2	0.0591	2	0.0043	2	0.0028	2	0.0030	2	0.0020	2
	0.1961	3	0.1454	3	0.0152	3	0.0105	3	0.0113	3	0.0077	3
	0.3498	4	0.2762	4	0.0411	4	0.0296	4	0.0315	4	0.0225	4
	0.5204	5	0.4350	5	0.0902	5	0.0677	5	0.0716	5	0.0534	5
	0.6782	6	0.5956	6	0.1675	6	0.1312	6	0.1377	6	0.1069	6
	0.8033	7	0.7348	7	0.2721	7	0.2217	7	0.2309	7	0.1863	7
	0.8901	8	0.8403	8	0.3959	8	0.3347	8	0.3461	8	0.2896	8
	0.9436	9	0.9114	9	0.5262	9	0.4600	9	0.4726	9	0.4090	9
	0.9733	10	0.9546	10	0.6494	10	0.5851	10	0.5976	10	0.5331	10
	0.9883	11	0.9784	11	0.7555	11	0.6987	11	0.7100	11	0.6505	11
	0.9952	12	0.9904	12	0.8392	12	0.7931	12	0.8025	12	0.7522	12
	0.9982	13	0.9960	13	0.9002	13	0.8657	13	0.8728	13	0.8336	13
	0.9993	14	0.9984	14	0.9414	14	0.9174	14	0.9225	14	0.8940	14
	0.9998	15	0.9994	15	0.9674	15	0.9518	15	0.9552	15	0.9359	15
	0.9999	16	0.9998	16	0.9828	16	0.9733	16	0.9754	16	0.9632	16
	1.0000	17	0.9999	17	0.9914	17	0.9859	17	0.9872	17	0.9799	17
	1.0000	18	1.0000	18	0.9959	18	0.9929	18	0.9936	18	0.9895	18
	1.0000	19	1.0000	19	0.9981	19	0.9966	19	0.9970	19	0.9948	19
	1.0000	20	1.0000	20	0.9992	20	0.9984	20	0.9986	20	0.9975	20
	1.0000	21	1.0000	21	0.9997	21	0.9993	21	0.9994	21	0.9989	21
	1.0000	22	1.0000	22	0.9999	22	0.9997	22	0.9997	22	0.9995	22
	1.0000	23	1.0000	23	0.9999	23	0.9999	23	0.9999	23	0.9998	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	0.9999	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Appendix J

Transit Vehicle Delay Calculations

Appendix J
Transit Vehicle Delay Analysis

Bus Route	26 EB (AM)						26 WB (AM)						32 WB (AM)					
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	EBL	38.6	38.6	0.0	3.0	0.0	SBR	12.7	12.7	0.0	3.0	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	NBR	11.6	11.8	0.2	3.0	0.6
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	NBT	11.4	11.4	0.0	3.0	0.0
12	NBR	20.6	20.6	0.0	3.0	0.0	WBL	39.9	39.9	0.0	3.0	0.0	-	-	-	-	-	0.0
13	EBT	14.8	14.8	0.0	3.0	0.0	WBT	12.2	12.2	0.0	3.0	0.0	-	-	-	-	-	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	26 WB (PM)						26 EB (PM)						32 EB (PM)					
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	SBR	11.3	11.5	0.2	3.0	0.6	EBL	44.0	44.0	0.0	3.0	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	EBR	73.2	73.5	0.3	3.0	0.9
12	WBL	68.7	68.8	0.1	3.0	0.3	NBR	40.1	40.0	-0.1	3.0	-0.3	-	-	-	-	-	0.0
13	WBT	19.5	19.5	0.0	3.0	0.0	EBT	17.8	17.8	0.0	3.0	0.0	-	-	-	-	-	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Appendix J
Transit Vehicle Delay Analysis

Bus Route	32 EB (AM)						54 NB (AM)						54 SB (AM)					
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	NBL	23.7	23.7	0.0	3.0	0.0	EBR	16.9	16.9	0.0	3.0	0.0
2	-	-	-	-	-	0.0	NBT	3.5	3.6	0.1	3.0	0.3	SBT	28.4	28.7	0.3	3.0	0.9
3	-	-	-	-	-	0.0	NBT	18.9	19.3	0.4	3.0	1.2	SBT	25.7	25.6	-0.1	3.0	-0.3
4	-	-	-	-	-	0.0	NBT	11.5	11.1	-0.4	3.0	-1.2	SBT	19.2	18.8	-0.4	3.0	-1.2
5	-	-	-	-	-	0.0	NBT	8.2	8.9	0.7	3.0	2.1	SBT	5.0	5.4	0.4	3.0	1.2
6	-	-	-	-	-	0.0	NBT	11.0	10.9	-0.1	3.0	-0.3	SBT	17.3	17.0	-0.3	3.0	-0.9
7	-	-	-	-	-	0.0	NBT	15.4	15.4	0.0	3.0	0.0	SBT	16.7	16.6	-0.1	3.0	-0.3
8	-	-	-	-	-	0.0	NBT	9.3	9.4	0.1	3.0	0.3	SBT	11.5	11.4	-0.1	3.0	-0.3
9	-	-	-	-	-	0.0	NBT	23.7	23.8	0.1	3.0	0.3	SBT	27.2	27.3	0.1	3.0	0.3
10	-	-	-	-	-	0.0	NBT	20.3	20.8	0.5	3.0	1.5	SBT	20.1	20.3	0.2	3.0	0.6
11	EBR	42.7	42.8	0.1	3.0	0.3	NBT	11.4	11.4	0.0	3.0	0.0	SBT	18.6	18.5	-0.1	3.0	-0.3
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
13	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	32 WB (PM)						54 SB (PM)						54 NB (PM)					
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	EBR	26.5	26.3	-0.2	3.0	-0.6	NBL	50.0	50.0	0.0	3.0	0.0
2	-	-	-	-	-	0.0	SBT	13.1	12.7	-0.4	3.0	-1.2	NBT	20.7	20.1	-0.6	3.0	-1.8
3	-	-	-	-	-	0.0	SBT	19.5	19.0	-0.5	3.0	-1.5	NBT	22.3	21.3	-1.0	3.0	-3.0
4	-	-	-	-	-	0.0	SBT	16.6	16.3	-0.3	3.0	-0.9	NBT	7.6	7.3	-0.3	3.0	-0.9
5	-	-	-	-	-	0.0	SBT	5.6	5.6	0.0	3.0	0.0	NBT	11.2	11.6	0.4	3.0	1.2
6	-	-	-	-	-	0.0	SBT	8.0	8.3	0.3	3.0	0.9	NBT	14.5	14.6	0.1	3.0	0.3
7	-	-	-	-	-	0.0	SBT	17.4	17.4	0.0	3.0	0.0	NBT	28.8	28.7	-0.1	3.0	-0.3
8	-	-	-	-	-	0.0	SBT	4.9	4.9	0.0	3.0	0.0	NBT	8.9	9.0	0.1	3.0	0.3
9	-	-	-	-	-	0.0	SBT	34.0	33.9	-0.1	3.0	-0.3	NBT	47.0	47.0	0.0	3.0	0.0
10	NBR	19.9	19.8	-0.1	3.0	-0.3	SBT	26.3	26.4	0.1	3.0	0.3	NBT	22.4	22.3	-0.1	3.0	-0.3
11	NBT	29.0	29.0	0.0	3.0	0.0	SBT	20.0	20.1	0.1	3.0	0.3	NBT	29.0	29.0	0.0	3.0	0.0
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
13	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Appendix J
Transit Vehicle Delay Analysis

Bus Route	120 SB (AM)						121 NB (AM)						122 NB (AM)					
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	SBR & WBR	12.7 & 37.7	12.7 & 37.8	0.0	3.0	0.0	SBR	12.7	12.7	0.0	3.0	0.0	SBR	12.7	12.7	0.0	1.0	0.0
2	SBT	28.4	28.7	0.3	2.0	0.6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	SBR	26.8	26.6	-0.2	2.0	-0.4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
12	WBL	39.9	39.9	0.0	3.0	0.0	WBL	39.9	39.9	0.0	3.0	0.0	WBL	39.9	39.9	0.0	1.0	0.0
13	WBT	12.2	12.2	0.0	3.0	0.0	WBT	12.2	12.2	0.0	3.0	0.0	WBT	12.2	12.2	0.0	1.0	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	WBT	7.4	7.5	0.1	2.0	0.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
17	WBT	1.9	1.9	0.0	2.0	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	120 NB (PM)						121 SB (PM)						122 SB (PM)					
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	NBL & EBL	50.0 & 44.0	50.0 & 44.0	0.0	3.0	0.0	EBL	44.0	44.0	0.0	4.0	0.0	EBL	44.0	44.0	0.0	1.0	0.0
2	NBT	20.7	20.1	-0.6	2.0	-1.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	NBT	22.3	21.3	-1.0	2.0	-2.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
4	NBT	7.6	7.3	-0.3	2.0	-0.6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	EBL	30.1	30.5	0.4	2.0	0.8	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
12	NBR	40.1	40.0	-0.1	3.0	-0.3	NBR	40.1	40.0	-0.1	4.0	-0.4	NBR	40.1	40.0	-0.1	1.0	-0.1
13	EBT	17.8	17.8	0.0	3.0	0.0	EBT	17.8	17.8	0.0	4.0	0.0	EBT	17.8	17.8	0.0	1.0	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Appendix J
Transit Vehicle Delay Analysis

Bus Route	321 WB (AM)						328 NB (AM)						826 WB (AM)						Total AM Increase in Delay (sec)
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	
1	SBR	12.7	12.8	0.1	1.0	0.1	SBR	12.7	12.7	0.0	1.0	0.0	SBR	12.7	12.7	0.0	2.0	0.0	0.1
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	1.8
3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.5
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-2.4
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	3.3
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-1.2
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-0.3
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.6
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	2.7
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
12	WBL	39.9	39.9	0.0	1.0	0.0	WBL	39.9	39.9	0.0	1.0	0.0	WBR & EBR	35.3 & 38.6	35.3 & 38.6	0.0	2.0	0.0	0.0
13	WBT	12.2	12.2	0.0	1.0	0.0	WBT	12.2	12.2	0.0	1.0	0.0	WBT	12.2	12.2	0.0	2.0	0.0	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.2
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0

Bus Route	321 EB (PM)						328 SB (PM)						826 EB (PM)						Total PM Increase in Delay (sec)
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	
1	EBL	44.0	44.0	0.0	1.0	0.0	EBL	44.0	44.0	0.0	1.0	0.0	EBL	44.0	44.0	0.0	2.0	0.0	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-4.2
3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-6.5
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-2.4
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	2.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	1.2
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-0.3
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.3
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-0.3
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-0.3
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	1.2
12	NBR	40.1	40.0	-0.1	1.0	-0.1	NBR	40.1	40.0	-0.1	1.0	-0.1	NBL & SBL	41.4 & 36.1	41.4 & 36.1	0.0	2.0	0.0	-1.0
13	EBT	17.8	17.8	0.0	1.0	0.0	EBT	17.8	17.8	0.0	1.0	0.0	EBT	17.8	17.8	0.0	2.0	0.0	0.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
17	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0