HEXAGON TRANSPORTATION CONSULTANTS, INC.

El Camino Real Corridor Specific Plan

Transportation Impact Analysis

Prepared for:

M-Group

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Executive Summary

This report presents the results of the transportation impact analysis conducted for the proposed El Camino Real Corridor Specific Plan (ECRCSP) in Sunnyvale, California. The proposed El Camino Real Corridor Specific Plan (ECRCSP) study area comprises approximately 350 acres along the 4-mile Sunnyvale El Camino Real frontage, with properties within ¼ mile on either side of the roadway centerline generally included in the study area. Currently, the ECRCSP area consists of approximately 3.25-million square feet (sf) of commercial development and approximately 1,600 residential units. According to the Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan, the ECRCSP area has a buildout potential of 4.2-million sf of commercial development and 5,800 residential units. The proposed ECRCSP proposes a buildout potential of 3.98-million sf of commercial development and 8,500 residential units. The proposed ECRCSP represents an increase of 730,000 sf of commercial development and 6,900 residential units over existing conditions, or a decrease of 220,000 sf of commercial development and an increase of 2,700 residential units over the adopted LUTE.

This study was conducted for the purpose of identifying the potential long-term traffic impacts of the proposed ECRCSP. The potential impacts of the proposed ECRCSP were evaluated in accordance with the standards set forth by the City of Sunnyvale and the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP). The proposed ECRCSP is estimated to generate more than 100 peak hour trips. The traffic analysis is based on the AM and PM peak hour levels of service for 56 signalized intersections. Three of the study intersections are within the City of Mountain View, one is within the City of Cupertino, and six are within the City of Santa Clara. 14 of the study intersections are CMP intersections. The study intersections were selected to include locations where the proposed ECRCSP is expected to generate 10 or more peak-hour trips per lane.

Year 2035 Cumulative Conditions Travel Demand Model Forecasts

The year 2035 forecasts of intersection turning movements, freeway traffic, ramp volumes, and vehicle miles traveled were completed using the Sunnyvale Travel Demand Forecast Model (STFM). The STFM is a mathematical representation of travel within the nine counties in the San Francisco Bay Area and is calibrated to represent travel within the City of Sunnyvale. The model uses socioeconomic data, such as number of jobs and households, for difference geographic areas (transportation analysis zones) to predict the travel from place to place in the future. There are 172 transportation analysis zones within the model to represent the City of Sunnyvale.

The year 2035 socioeconomic data are generated by the Association of Bay Area Governments and refined by VTA. For the year 2035 cumulative conditions model forecasts, socioeconomic data within the City of Sunnyvale were supplied by city staff. Socioeconomic data within the City of Sunnyvale assumed the buildout of the current general plan, the proposed ECRCSP, the proposed update to the Lawrence Station Area Plan, the proposed Fortinet Precise Plan and the proposed update to the Downtown Specific Plan.

Intersection Levels of Service under Year 2035 Cumulative Conditions

To determine potential impacts generated by the ECRCSP, a separate model run was conducted assuming no growth in the ECRCSP area beyond the current general plan. The cumulative scenario was compared to the cumulative no ECRCSP scenario to disclose impacts. The Sunnyvale Travel Demand Forecasting Model (STFM) for year 2035 was used to forecast the year 2035 cumulative traffic volumes. Model assumptions and inputs are described in this chapter as well.

As shown on Table ES-1, comparing the intersection level of service results for the study intersections between the year 2035 cumulative conditions and Cumulative no ECRCSP conditions show that the proposed ECRCSP would generate intersection impacts at the following intersections:

City of Sunnyvale Intersections:

- Mary Avenue & Fremont Avenue (#19) – AM & PM Peak Hours
- Fair Oaks Avenue & Arques Avenue (#42) – AM Peak Hour
- Wolfe Road & Arques Avenue (#43) – AM & PM Peak Hours
- Wolfe Road & Kifer Road (#44) – PM Peak Hour
- Wolfe Road & Reed Avenue (#45) – PM Peak Hour

City of Mountain View Intersections:

- Ellis Street & Middlefield Road (#14) – PM Peak Hour

County of Santa Clara Intersections:

- Mary Avenue & Central Expressway (#15) – PM Peak Hour
- Lawrence Expressway & Arques Avenue (#50) – AM Peak Hour
- Lawrence Expressway & Benton Street (#54) – PM Peak Hour
- Lawrence Expressway & Homestead Road (#55) – PM Peak Hour
- Lawrence Expressway & Pruneridge Avenue (#56) – AM Peak Hour

Caltrans Intersections:

- Pastoria Avenue & El Camino Real (#5) – PM Peak Hour
- Mathilda Avenue & El Camino Real (#6) – AM Peak Hour
- Sunnyvale Avenue & El Camino Real (#7) – PM Peak Hour
- Fair Oaks Avenue & El Camino Real (#8) – PM Peak Hour
- Wolfe Road & El Camino Real (#9) – PM Peak Hour
- SR 85 Southbound Ramps & Fremont Avenue (#21) – PM Peak Hour

Table ES- 1
Intersection Levels of Service Summary

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	Cumulative Conditions Incr. In Crit. Delay (sec)	Cumulative Conditions Incr. In Crit. V/C
1	SR 237 & El Camino Real (MV*)	AM	11/14/17	E	69.9	E	**83.5**	**F**	**84.2**	**F**	**1.7**	**0.005**
		PM	10/30/18		56.7	E+	74.1	E	74.9	E	2.4	0.008
2	Sylvan Avenue & El Camino Real (MV)	AM	11/14/17	D	35.3	D+	41.5	D	41.7	D	0.3	0.005
		PM	11/14/17		36.0	D+	43.1	D	43.8	D	1.6	0.016
3	Bernardo Avenue & El Camino Real (+)	AM	11/14/17	E	44.6	D	50.7	D	51.9	D-	1.5	0.016
		PM	11/14/17		43.3	D	53.5	D-	56.1	E+	2.8	0.023
4	Mary Avenue & El Camino Real (*)	AM	11/14/17	E	41.7	D	52.4	D-	58.2	E+	10.5	0.055
		PM	10/30/18		39.1	D	64.7	E	79.2	E-	26.3	0.071
5	Pastoria Avenue & El Camino Real (+)	AM	11/14/17	E	34.3	C-	69.4	E	72.3	E	6.2	0.018
		PM	11/14/17		38.8	D+	**94.0**	**F**	**110.3**	**F**	**23.0**	**0.054**
6	Mathilda Avenue & El Camino Real (*)	AM	11/14/17	E	47.9	D	**84.3**	**F**	**97.7**	**F**	**33.1**	**0.083**
		PM	10/30/18		45.7	D	71.3	E	76.2	E-	-2.4	-0.009
7	Sunnyvale Avenue & El Camino Real (+)	AM	11/14/17	E	33.4	C-	44.7	D	46.2	D	5.5	0.038
		PM	11/14/17		40.3	D	72.7	E	**85.1**	**F**	**19.0**	**0.053**
8	Fair Oaks Avenue & El Camino Real (*)	AM	05/08/18	E	41.0	D	55.9	E+	60.9	E	4.9	0.026
		PM	10/30/18		41.8	D	**>120**	**F**	**>120**	**F**	**21.6**	**0.048**
9	Wolfe Road & El Camino Real (*)	AM	11/14/17	E	53.5	D-	66.8	E	65.6	E	-4.0	-0.020
		PM	10/30/18		46.4	D	76.3	E-	**85.5**	**F**	**10.0**	**0.026**
10	Poplar Avenue & El Camino Real (+)	AM	11/14/17	E	19.0	B-	22.5	C+	22.7	C+	0.3	0.000
		PM	11/14/17		12.0	B	17.4	B	18.2	B-	0.8	0.007
11	Henderson Avenue & El Camino Real (+)	AM	11/14/17	E	17.2	B	19.6	B-	19.6	B-	0.0	-0.002
		PM	11/14/17		22.7	C+	22.6	C+	22.7	C+	0.2	0.003
12	Halford Avenue & El Camino Real (SC)	AM	11/14/17	D	20.6	C+	25.5	C	26.5	C	1.2	0.012
		PM	11/14/17		44.5	D	45.7	D	45.4	D	-0.3	0.001
13	Lawrence Expressway Ramps & El Camino Real (SC*)	AM	11/14/17	E	34.5	C-	40.1	D	40.4	D	0.3	0.007
		PM	11/15/18		28.8	C	34.7	C-	34.1	C-	-1.1	-0.008
14	Ellis Street & Middlefield Road (MV)	AM	11/14/17	D	15.0	B	**88.2**	**F**	**88.9**	**F**	**1.5**	**0.003**
		PM	11/14/17		21.4	C+	**82.1**	**F**	**91.8**	**F**	**12.0**	**0.047**
15	Mary Avenue & Central Expressway (County*)	AM	11/14/17	E	51.5	D-	**93.5**	**F**	**94.5**	**F**	**-0.5**	**-0.023**
		PM	12/13/18		60.1	E	**99.4**	**F**	**101.5**	**F**	**5.1**	**0.011**
16	Mary Avenue & Evelyn Avenue	AM	11/14/17	D	40.4	D	49.4	D	49.1	D	-0.3	-0.002
		PM	11/14/17		43.3	D	47.6	D	48.2	D	0.8	0.021
17	Mary Avenue & Washington Avenue	AM	11/14/17	D	13.4	B	20.9	C+	21.6	C+	0.9	0.008
		PM	11/14/17		16.1	B	23.4	C	24.0	C	0.9	0.018
18	Mary Avenue & Remington Drive	AM	11/14/17	D	31.7	C	44.4	D	44.9	D	1.0	0.007
		PM	11/14/17		28.9	C	47.6	D	49.3	D	2.8	0.010

Notes:
** = CMP, + = Regionally Significant Intersection, MV = Mountain View, SC = Santa Clara, County = County of Santa Clara*
">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
BOLD indicates unacceptable level of service
BOLD and boxed indicates an adverse cumulative impact

Table ES-1 (continued)
Intersection Levels of Service Summary

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	Cumulative Conditions In Crit. Delay (sec)	Cumulative Conditions Incr. In Crit. V/C
19	Mary Avenue & Fremont Avenue	AM	11/14/17	D	41.9	D	**>120**	**F**	**>120**	**F**	**7.6**	**0.018**
		PM	11/14/17		43.3	D	**>120**	**F**	**>120**	**F**	**14.2**	**0.032**
20	Mary Avenue & Homestead Road	AM	11/14/17	D	36.6	D+	37.5	D+	36.8	D+	-1.7	-0.009
		PM	11/14/17		30.0	C	39.2	D	39.9	D	1.2	0.022
21	SR 85 SB Ramps & Fremont Avenue	AM	11/14/17	D	23.3	C	**87.6**	**F**	**89.0**	**F**	**1.1**	**0.002**
		PM	11/14/17		19.9	B-	**>120**	**F**	**>120**	**F**	**13.7**	**0.031**
22	SR 85 NB Ramps & Fremont Avenue	AM	11/14/17	D	20.6	C+	**63.6**	**E**	**55.1**	**E+**	**-11.8**	**-0.033**
		PM	11/14/17		24.9	C	**77.9**	**E-**	**72.7**	**E**	**-4.1**	**-0.011**
23	SR 85 SB Ramps & Homestead Road	AM	11/14/17	D	19.2	B-	32.6	C-	31.9	C	-0.6	-0.002
		PM	11/14/17		38.9	D+	37.3	D+	37.6	D+	-0.2	-0.004
24	SR 85 NB Ramps & Homestead Road	AM	11/14/17	D	21.6	C+	22.5	C+	24.4	C	3.8	0.023
		PM	11/14/17		14.9	B	14.2	B	14.5	B	-0.2	-0.009
25	Hollenbeck Avenue & Fremont Avenue	AM	11/14/17	D	39.4	D	49.3	D	49.7	D	0.4	0.012
		PM	11/14/17		45.0	D	52.1	D-	51.9	D-	-0.8	-0.005
26	Hollenbeck Avenue & Homestead Road	AM	11/14/17	D	42.3	D	45.0	D	45.8	D	0.1	0.004
		PM	11/14/17		51.9	D-	**67.0**	**E**	**68.5**	**E**	**2.8**	**0.008**
27	Mathilda Avenue & Almanor Avenue (+)	AM	11/14/17	E	26.7	C	33.9	C-	33.8	C-	0.0	-0.001
		PM	11/14/17		30.4	C	38.3	D+	37.6	D+	-1.9	-0.016
28	Mathilda Avenue & San Aleso Avenue (+)	AM	11/14/17	E	7.3	A	12.2	B	12.2	B	0.0	0.005
		PM	11/14/17		7.2	A	20.3	C+	19.9	B-	-0.7	0.001
29	Mathilda Avenue & Maude Avenue (*)	AM	11/14/17	E	43.6	D	55.4	E+	55.5	E+	0.1	0.004
		PM	10/30/18		47.2	D	58.1	E+	58.3	E+	2.1	0.012
30	Mathilda Avenue & Indio Way (+)	AM	11/14/17	E	36.3	D+	63.2	E	66.1	E	3.8	0.010
		PM	11/14/17		22.9	C+	**84.5**	**F**	**84.2**	**F**	**-0.4**	**-0.001**
31	Mathilda Avenue & California Avenue (+)	AM	11/14/17	E	24.2	C	65.9	E	68.4	E	3.5	0.007
		PM	11/14/17		32.1	C-	54.8	D-	59.1	E+	7.0	0.023
32	Mathilda Avenue & Washington Avenue (+)	AM	11/14/17	E	34.3	C-	**98.8**	**F**	**97.6**	**F**	**-1.6**	**-0.004**
		PM	11/14/17		34.5	C-	54.6	D-	54.7	D-	-1.1	-0.006
33	Mathilda Avenue & McKinley Avenue (+)	AM	11/14/17	E	14.1	B	29.1	C	30.9	C	2.4	0.019
		PM	11/14/17		17.4	B	26.3	C	25.4	C	-1.4	-0.013
34	Mathilda Avenue & Iowa Avenue (+)	AM	11/14/17	E	15.7	B	20.2	C+	21.1	C+	-1.4	0.023
		PM	11/14/17		16.0	B	43.8	D	44.7	D	1.5	0.004
35	Mathilda Avenue & Olive Avenue (+)	AM	11/14/17	E	15.5	B	27.9	C	31.6	C	4.4	0.034
		PM	11/14/17		18.4	B-	34.1	C-	35.5	D+	2.5	0.012
36	Mathilda Avenue & Sunnyvale-Saratoga Road (+)	AM	11/14/17	E	22.7	C+	27.3	C	28.9	C	1.8	0.012
		PM	11/14/17		28.5	C	30.6	C	31.9	C	1.2	0.007
37	Sunnyvale-Saratoga Road & Remington Drive (*)	AM	11/14/17	E	42.9	D	63.7	E	71.0	E	15.3	0.054
		PM	10/30/18		43.6	D	**108.7**	**F**	**106.0**	**F**	**-5.2**	**-0.012**
38	Sunnyvale-Saratoga Road & Fremont Avenue (*)	AM	11/14/17	E	49.0	D	58.7	E+	59.0	E+	0.5	-0.003
		PM	10/30/18		47.8	D	68.3	E	69.2	E	0.6	0.002

Notes:
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">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
BOLD indicates unacceptable level of service
BOLD and boxed indicates an adverse cumulative impact

Table ES-1 (continued)
Intersection Levels of Service Summary

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	Cumulative Conditions Incr. In Crit. Delay (sec)	Cumulative Conditions Incr. In Crit. V/C
39	Sunnyvale-Saratoga Road & Homestead Road (CU*)	AM	11/14/17	E	44.8	D	61.9	E	63.4	E	2.3	0.008
		PM	10/30/18		40.0	D	60.5	E	60.6	E	-1.5	-0.005
40	Sunnyvale Avenue & McKinley Avenue	AM	11/14/17	D	9.8	A	16.6	B	16.7	B	0.2	0.009
		PM	11/14/17		16.8	B	27.1	C	28.1	C	1.3	0.016
41	Fair Oaks Avenue & Duane Avenue	AM	05/08/18	D	32.1	C-	39.9	D	40.5	D	0.7	0.004
		PM	05/08/18		30.2	C	38.1	D+	38.4	D+	0.6	0.005
42	Fair Oaks Avenue & Arques Avenue	AM	05/08/18	D	34.8	C-	**91.4**	**F**	**97.1**	**F**	**12.8**	**0.032**
		PM	05/08/18		44.5	D	**112.2**	**F**	**109.7**	**F**	**-10.0**	**-0.020**
43	Wolfe Road & Arques Avenue	AM	11/14/17	D	35.6	D+	**86.4**	**F**	**90.6**	**F**	**5.5**	**0.012**
		PM	11/14/17		40.8	D	**66.6**	**E**	**72.6**	**E**	**9.0**	**0.039**
44	Wolfe Road & Kifer Road	AM	11/14/17	D	29.0	C	**>120**	**F**	**>120**	**F**	**-9.7**	**-0.020**
		PM	11/14/17		43.1	D	**>120**	**F**	**>120**	**F**	**6.1**	**0.013**
45	Wolfe Road & Reed Avenue	AM	11/14/17	D	37.0	D+	**64.7**	**E**	**66.3**	**E**	**2.3**	**0.007**
		PM	11/14/17		38.9	D+	54.8	D-	**56.2**	**E+**	**3.2**	**0.018**
46	Wolfe Road & Fremont Avenue	AM	11/14/17	D	43.7	D	**55.4**	**E+**	**56.0**	**E+**	**0.7**	**0.013**
		PM	11/14/17		47.5	D	**59.5**	**E+**	**60.7**	**E**	**3.0**	**0.024**
47	Wolfe Road & Homestead Road	AM	11/14/17	D	35.4	D+	40.5	D	40.5	D	0.5	0.012
		PM	11/14/17		35.1	D+	43.4	D	45.9	D	5.1	0.028
48	Tantau Avenue & Homestead Road	AM	11/14/17	D	26.0	C	37.3	D+	36.9	D+	-0.2	0.002
		PM	11/14/17		39.6	D	**67.4**	**E**	**70.3**	**E**	**2.1**	**0.007**
49	Lawrence Expressway & Oakmead Parkway (County)	AM	05/23/19	E	40.4	D	**>120**	**F**	**>120**	**F**	**2.3**	**0.016**
		PM	05/23/19		52.3	D-	**>120**	**F**	**>120**	**F**	**-3.9**	**-0.005**
50	Lawrence Expressway & Arques Avenue (County*)	AM	04/04/17	E	48.2	D	**>120**	**F**	**>120**	**F**	**9.9**	**0.022**
		PM	11/13/18		71.6	E	**>120**	**F**	**>120**	**F**	**-4.3**	**-0.014**
51	Lawrence Expressway & Kifer Road (County)	AM	03/07/18	E	54.4	D-	**>120**	**F**	**>120**	**F**	**-12.8**	**-0.024**
		PM	03/07/18		**101.6**	**F**	**>120**	**F**	**>120**	**F**	**6.3**	**0.001**
52	Lawrence Expressway & Monroe Street (County*)	AM	03/07/18	E	**114.8**	**F**	**>120**	**F**	**>120**	**F**	**-58.6**	**-0.034**
		PM	11/13/18		61.8	E	**>120**	**F**	**>120**	**F**	**3.0**	**0.006**
53	Lawrence Expressway & Cabrillo Avenue (County)	AM	03/07/18	E	52.1	D-	**>120**	**F**	**>120**	**F**	**-1.3**	**0.001**
		PM	03/07/18		48.6	D	**>120**	**F**	**>120**	**F**	**-2.9**	**-0.021**
54	Lawrence Expressway & Benton Street (County)	AM	11/14/17	E	53.7	D-	**>120**	**F**	**>120**	**F**	**-19.1**	**-0.035**
		PM	11/14/17		40.5	D	**>120**	**F**	**>120**	**F**	**15.0**	**0.023**
55	Lawrence Expressway & Homestead Road (County*)	AM	11/14/17	E	56.8	E+	**>120**	**F**	**>120**	**F**	**-8.4**	**-0.011**
		PM	11/15/18		65.9	E	**117.5**	**F**	**>120**	**F**	**11.2**	**0.028**
56	Lawrence Expressway & Pruneridge Avenue (County)	AM	11/14/17	E	61.2	E	**>120**	**F**	**>120**	**F**	**9.5**	**0.037**
		PM	11/14/17		43.8	D	**>120**	**F**	**>120**	**F**	**4.4**	**0.006**

Notes:
** = CMP, + = Regionally Significant Intersection, MV = Mountain View, SC = Santa Clara, County = County of Santa Clara*
">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
BOLD indicates unacceptable level of service
BOLD and boxed indicates an adverse cumulative impact

Potential Improvements Strategies for Intersection Impacts

Improvement options were studied for each intersection experiencing impacts under the year 2035 cumulative conditions when compared to cumulative no ECRCSP conditions. An intersection impact can be satisfactorily addressed by implementing measures that would restore intersection conditions to Cumulative no ECRCSP conditions.

Pastoria Avenue & El Camino Real (#5)

Potential Improvement: Potential improvement would require restriping the southbound approach to include 2 left-turn lanes, one through lane and one right-turn lane. This improvement would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is outside of City of Sunnyvale jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Mathilda Avenue & El Camino Real (#6) [CMP]

Potential Improvement: Potential improvement would require a third left-turn lane for the eastbound approach. This improvement would require signal modification and new vehicle detection, restriping, and removal of the raised median on the eastbound approach, including relocation of several median streetlights and utilities (e.g. electrical boxes and inlet). No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would operate at an acceptable LOS E- under cumulative conditions during the AM peak hour. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is in Caltrans' jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Sunnyvale Avenue & El Camino Real (#7)

Potential Improvement: Potential improvement would require reconfiguring the westbound approach to include a second left-turn lane. This improvement could potentially be accommodated within the existing right-of-way and would not increase the pedestrian and bicycle exposure time to traffic at the intersection.

With the proposed improvement, the intersection would operate at an acceptable LOS E under cumulative conditions during the PM peak hour. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is in Caltrans' jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Fair Oaks Avenue & El Camino Real (#8) [CMP]

Potential Improvement: The improvement identified at this intersection is to widen eastbound and westbound El Camino Real to include a second left-turn lane. The improvement would require widening both approaches by 11 feet. This improvement is identified in the TIF. The east-west through lanes would also require re-alignment. The widened approach would increase traffic exposure time for pedestrians by 3 to 4 seconds and 1 to 2 seconds for bicyclists. This improvement would require obtaining additional right-of-way.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement.

Wolfe Road & El Camino Real (#9)

Potential Improvement: The Sunnyvale City Council approved a concept on June 21, 2016 for a project to improve the Wolfe Road intersections with El Camino Real and with Fremont Avenue, as well as signalizing the intersection at Fremont Avenue and El Camino Real. Right-of-way acquisition would be required. Bicycle improvements include the extension of bike lanes and installation of bike boxes, and they are detailed in the *Wolfe Road Corridor Traffic Improvement Study*, prepared by Kimley-Horn dated February. This improvement (Triangle – Refined Alternative 3) would require signal coordination between the two Wolfe Road intersections and the new signalized Fremont Avenue and El Camino Real intersection.

With the proposed improvement, the intersection would operate at an acceptable LOS E under cumulative conditions during the PM peak hour. Modification to this intersection will trigger modifications at the Wolfe Road and Fremont Avenue intersection and the Fremont Avenue and El Camino Real intersection as well. Therefore, the ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements at all three intersections.

Ellis Street & Middlefield Road (#14)

Potential Improvement: Potential improvement would require reconfiguring the eastbound approach to include a second left-turn lane. This improvement could potentially be accommodated within the existing right-of-way and would not increase the pedestrian and bicycle exposure time to traffic at the intersection.

With the proposed improvement, the intersection would operate at an unacceptable LOS E under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is in City of Mountain View jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Mary Avenue & Central Expressway (#15) [CMP]

Potential Improvement: The improvement identified at this intersection is to reconfigure westbound Central Expressway to include a third westbound left-turn lane. This improvement could potentially be accommodated within the existing right-of-way and would not increase the pedestrian and bicycle exposure time to traffic at the intersection.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement.

Mary Avenue & Fremont Avenue (#19)

Potential Improvement: Potential improvement would require reconfiguring the eastbound and westbound approaches with 2 left-turn lanes, 2 through lanes and 1 shared through-right lane. This improvement would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour under cumulative conditions, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. However, this improvement would conflict with the City's recommendations for a future road diet and Class IV bike lanes on Fremont Avenue as stated in the Active Transportation Plan. For this reason, the proposed potential improvement is considered infeasible. The ECRCSP shall require projects within the plan area to contribute their fair share towards the future road diet, Class IV bike lanes, fiberoptic communications, and advanced signal improvements. These improvements would promote alternative modes of travel and improve vehicular flow along Fremont Avenue.

SR 85 Southbound Ramps & Fremont Avenue (#21)

Potential Improvement: Improvement would require reconfiguring the SR 85 off-ramp to include a left-turn lane, a shared left-through-right lane, and a right-turn lane. The eastbound leg would require restriping to include a bike box in advance of the stop-line to allow right-turn vehicles to bypass the through vehicles in the curb lane. The off-ramp would need to be reconfigured to the proposed three lanes approximately 370 feet back from the intersection. The length of the north sidewalk would not be lengthened, but the pedestrian refuge island would be removed. The off-ramp would also need to be realigned with the SR 85 southbound on-ramp. Reconfiguring the off-ramp could be accommodated within the existing right-of-way. Within the existing right-of-way, the required eastbound right-turn lane could be achieved via providing a bike box east of the stop-line to allow bicyclists to clear the right-turn area. The eastbound curb lane is 20 feet wide under existing conditions. With the bike box, right-turn vehicles would be able to bypass the through vehicles. The existing stop-line for the eastbound leg would need to be moved back by approximately 15 feet. This improvement is identified in the TIF.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement. However, this intersection is in Caltrans' jurisdiction, so the City cannot ensure the implementation of the potential improvement. Future project applicants within the ECRCSP area shall coordinate with Caltrans on these improvements.

Fair Oaks Avenue & Arques Avenue (#42)

Potential Improvement: Improvement would require reconfiguring the eastbound and westbound approaches to include a separate right-turn lane. One eastbound receiving lane would need to be eliminated. This improvement can be accommodated within the existing right-of-way. However, the eastbound and westbound through movements would be offset with their receiving lanes and would require lane extensions to delineate the travel path for the eastbound and westbound through movements.

With the proposed improvement, the intersection would operate at LOS E under cumulative conditions during the AM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute their fair share towards the identified improvement.

Wolfe Road & Arques Avenue (#43)

Potential Improvement: Improvement would require restriping the northbound approach to include 2 left-turn lanes, 2 through lanes and 1 dedicated right-turn lane. The northbound bike lane would need to be moved to the west side of the proposed right-turn lane. The westbound approach would require restriping to include 2 left-turn lanes, 1 shared left-through lane and 1 shared through-right lane. Eastbound and westbound approaches would need to operate with split phasing. This improvement would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required. It should be noted that split phasing operates favorably to protected phasing only under certain circumstances. This improvement should be implemented only if cumulative volumes are realized.

With the proposed improvement, the intersection would operate at LOS E under cumulative conditions during both the AM and PM peak hours, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. However, this improvement would conflict with the City's recommendations in the Active Transportation Plan. For this reason, the proposed potential improvement is considered infeasible.

Wolfe Road & Kifer Road (#44)

Potential Improvement: The improvement identified at this intersection is to widen the eastbound and westbound approaches and reconfigure the northbound and southbound approaches to include a second left-turn lane. Both legs of Kifer Road could require widening by up to 12 feet. The widened approaches would increase traffic exposure time for pedestrians by 3 to 5 seconds and 1 to 3 seconds for bicyclists crossing the intersection. Wolfe Road cannot be widened due to the future road diet and Class IV bike lanes as stated in the Active Transportation Plan. For this reason, the removal of the median would be required to reconfigure both legs of Wolfe Road. This improvement would require obtaining additional right-of-way.

With the proposed improvement, the intersection would remain operating at an unacceptable LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement.

Wolfe Road & Reed Avenue (#45)

Potential Improvement: Potential improvement would require restriping the westbound approach with 1 left-turn lane, 1 through lane, and 1 right-turn lane. This improvement would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would operate at an acceptable LOS D under cumulative conditions during the PM peak hour. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements.

Lawrence Expressway at Arques Avenue, Benton Street, at Homestead Road, and at Pruneridge Avenue (#50, 54, 55, 56)

Potential Improvement: The County of Santa Clara has identified a future project to provide a grade separation at all these intersections. These would significantly improve the north-south flow of traffic and potentially address the project's impacts.

The ECRCSP shall require projects within the plan area to contribute their fair share towards the cost of these grade separations. These intersections are under Santa Clara County's jurisdiction; therefore, it is up to the County to approve and advance the proposed improvement at the intersection. Future project applicants within the ECRCSP area shall coordinate with the County on these improvements.

ECRCSP Freeway Impacts

VTA CMP guidelines define that a project would cause a freeway impact if the project deteriorates freeway levels of service from an acceptable level to an unacceptable level, or if the freeway already operates at an unacceptable level under existing conditions, the project would add traffic exceeding 1% of the capacity. To determine the ECRCSP potential freeway impacts, a select zone analysis within the Sunnyvale Travel Demand Forecast Model was performed to estimate the increase in ECRCSP traffic volume between the Cumulative no ECRCSP and cumulative conditions. Freeway segments that would experience an adverse impact are identified below:

Mixed Flow Lanes – AM Peak Hour

- SR 85, northbound from Central Expressway to Moffett Boulevard
- SR 237, eastbound from Fair Oaks Avenue to Lawrence Expressway
- SR 237, eastbound from Great America Parkway to First Street

Mixed-Flow Lanes – PM Peak Hour

- SR 237, westbound from Zanker Road to Lawrence Expressway

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along SR 237 between N. First Street and SR 85, and along all of SR 85. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. On SR 85 along the identified segments, a second express lane is proposed to be implemented for a total of two express lanes in each direction.

On SR 237, the existing HOV lanes would be operating over capacity under the year 2035 cumulative conditions. Converting the HOV lanes to express lanes would not address the project impact. On SR 85, converting the existing HOV lane to an express lane and adding an express lane in each direction would increase the capacity of the freeway and would fully address the freeway impacts. The ECRCSP shall require future projects within the proposed plan area to participate in VTA's Volunteer Freeway Contribution Program and contribute their fair share to fund improvements along SR 85.

However, capacity improvements on freeways are beyond the capabilities of the City of Sunnyvale. Furthermore, freeways are under Caltrans jurisdiction. It should be noted that all of these freeways have been identified with impacts under the *City of Sunnyvale Land Use and Transportation (LUTE) Element Final Environmental Impact Report*, dated January 2017.

Freeway Ramp Capacity Analysis

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

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

The freeway ramp volumes under year 2035 cumulative conditions were estimated using the Sunnyvale Travel Demand Forecast Model. The study freeway ramps at the US 101/Lawrence Expressway and US 101/Fair Oaks Avenue interchanges are assumed the same as under existing conditions. The US 101/Mathilda Avenue interchange is proposed for reconfiguration. This interchange improvement is identified in the Valley Transportation Plan 2040 (project H33).

All study freeway ramps would continue to operate below capacity. Therefore, the ECRCSP would not create an adverse impact on freeway ramps.

ECRCSP Impact to Transit Travel Time

Currently 6 VTA bus routes travel within the ECRCSP project area. To assess the transit travel time impacts, the bus route travel times in the study area under year 2035 cumulative conditions were compared to existing conditions. Bus route travel times are estimated used published schedules and adjusted based on delays experienced at study intersections. VTA does not have established criteria to determine impact to transit services. Therefore, this analysis is presented for information purposes only.

The results show that all studied transit routes under year 2035 cumulative conditions are expected to experience increases in travel times of less than 2 minutes in comparison to cumulative no ECRCSP conditions. The Sunnyvale Traffic Impact Fee (TIF) contains many projects that are aimed at relieving congestion along major corridors. Projects within the ECRCSP study area would be required to pay the TIF and would constitute the ECRCSP fair share contribution to relieving traffic congestion and improving transit travel times.

The ECRCSP Draft Plan also identifies various policies prioritizing consideration of mass transit vehicles to single-occupant vehicles. These policies would shift the design and policy decisions regarding El Camino Real to reflect multimodal priorities, including transit.

ECRCSP Impact to Pedestrian and Bicycle Facilities

The ECRCSP Draft Plan identifies various policies to improve pedestrian and bicycle facilities within the El Camino Real Corridor Specific Plan area. The relevant policies are listed below:

Circ-1: Promote modes of travel and actions that provide safe access to city streets and reduce single occupant vehicle trips and trip lengths locally and regionally.

The priority order of consideration of transportation users shall be:

A. Pedestrians
B. Non-automotive
C. Mass transit vehicles
D. Delivery Vehicles
E. Single-occupant automobiles

Circ-2: Further develop El Camino Real as a Complete Street, with a focus on:

A. Providing safe, convenient, accessible facilities for all modes including motor vehicles, transit, pedestrians and cyclists.
…
C. Design and policy decisions regarding El Camino Real will reflect multimodal priorities and provide for safe, convenient and accessible travel by all modes of transportation including driving, walking, bicycling and riding transit.
D. In making decisions regarding El Camino Real, the needs of more vulnerable road users such as children, seniors, and people with disabilities will be prioritized.
E. Design and policy decisions regarding El Camino Real will seek to increase pedestrian activity, reduce pedestrian-related collisions, and enhance pedestrian-friendly conditions along the corridor.

The implementation of these policies would enhance pedestrian and bicycle safety, convenience and comfort levels. Therefore, the ECRCSP would not create an adverse cumulative impact on pedestrian or bicycle facilities.

1. Introduction

This report presents the results of the transportation impact analysis conducted for the proposed El Camino Real Corridor Specific Plan (ECRCSP) in Sunnyvale, California (see Figure 1). The proposed El Camino Real Corridor Specific Plan (ECRCSP) study area comprises approximately 350 acres along the 4-mile Sunnyvale El Camino Real frontage, with properties within ¼ mile on either side of the roadway centerline generally included in the study area. Currently, the ECRCSP area consists of approximately 3.25-million square feet (sf) of commercial development and approximately 1,600 residential units. According to the adopted LUTE, the ECRCSP area has a buildout potential of 4.2-million sf of commercial development and 5,800 residential units. The proposed ECRCSP proposes a buildout potential of 3.98-million sf of commercial development and 8,500 residential units. As shown on Table 1, the proposed ECRCSP represents an increase of 730,000 sf of commercial development and 6,900 residential units over existing conditions, or a decrease of 220,000 sf of commercial development and an increase of 2,700 residential units over the adopted LUTE.

Table 1
ECRCSP Area Land Use Summary

	ECRSP Area Land Use Summary			Comparison	
	Existing Built	Current General Plan	Proposed ECRSP	ECRSP - Existing	ECRSP - Current GP
Commerical Uses (estimated sf)	3,250,000	4,200,000	3,980,000	730,000	(220,000)
Residential Uses (estimated housing units)	1,600	5,800	8,500	6,900	2,700

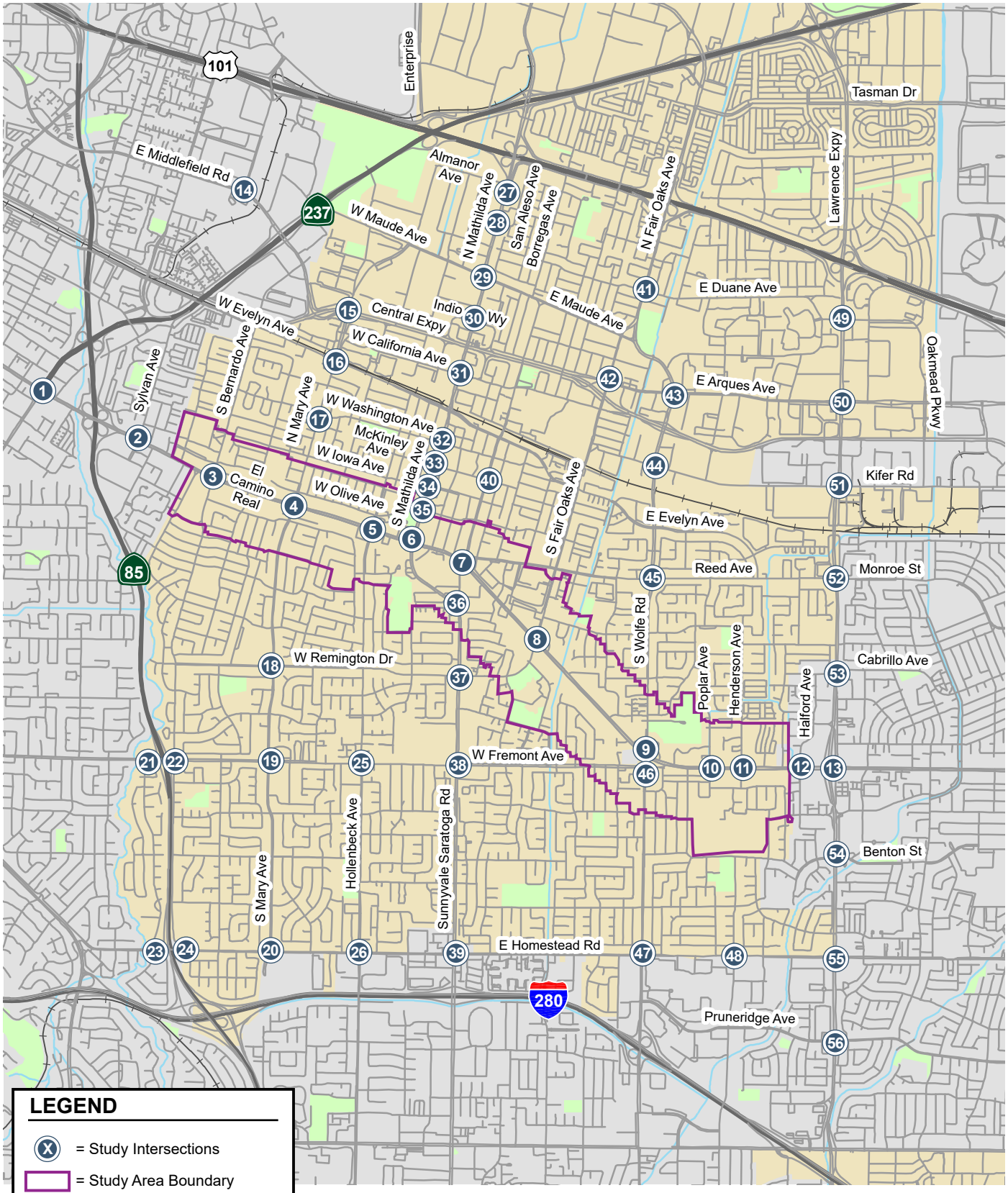


Figure 1
Plan Area and Study Intersections

Scope of Study

This study was conducted for the purpose of identifying the potential long-term traffic impacts of the proposed ECRCSP. The potential impacts of the proposed ECRCSP were evaluated in accordance with the standards set forth by the City of Sunnyvale and the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP). The proposed ECRCSP is estimated to generate more than 100 peak hour trips. The traffic analysis is based on the AM and PM peak hour levels of service for 56 signalized intersections. Three of the study intersections are within the City of Mountain View, one is within the City of Cupertino, and six are within the City of Santa Clara. 14 of the study intersections are CMP intersections. The study intersections were selected to include locations where the proposed ECRCSP is expected to generate 10 or more peak-hour trips per lane.

The Santa Clara County VTA CMP guidelines require that the CMP freeway segments be evaluated to determine the impact of added traffic for projects that generate trips equal to or greater than one percent of the freeway segment's capacity. The proposed ECRCSP is expected to generate added traffic volume on multiple freeway segments along US 101, SR 237, I-280 and SR 85. Therefore, a freeway analysis was conducted on these freeway segments in accordance with the VTA CMP guidelines. The traffic analysis also includes a capacity analysis for 14 freeway ramps.

Study Intersections

1. SR 237 & El Camino Real [Mountain View] (CMP)
2. Sylvan Avenue & El Camino Real [Mountain View] (CMP)
3. Bernardo Avenue & El Camino Real
4. Mary Avenue & El Camino Real (CMP)
5. Pastoria Avenue & El Camino Real
6. Mathilda Avenue & El Camino Real (CMP)
7. Sunnyvale Avenue & El Camino Real
8. Fair Oaks Avenue & El Camino Real (CMP)
9. Wolfe Road & El Camino Real (CMP)
10. Poplar Avenue & El Camino Real
11. Henderson Avenue & El Camino Real
12. Halford Avenue & El Camino Real [Santa Clara]
13. Lawrence Expressway Ramps & El Camino Real [Santa Clara] (CMP)
14. Ellis Street & Middlefield Road [Mountain View]
15. Mary Avenue & Central Expressway (CMP)
16. Mary Avenue & Evelyn Avenue
17. Mary Avenue & Washington Avenue
18. Mary Avenue & Remington Drive
19. Mary Avenue & Fremont Avenue
20. Mary Avenue & Homestead Road
21. SR 85 Southbound Ramps & Fremont Avenue
22. SR 85 Northbound Ramps & Fremont Avenue
23. SR 85 Southbound Ramps & Homestead Road
24. SR 85 Northbound Ramps & Homestead Road
25. Hollenbeck Avenue & Fremont Avenue
26. Hollenbeck Avenue & Homestead Road
27. Mathilda Avenue & Almanor Avenue
28. Mathilda Avenue & San Aleso Avenue
29. Mathilda Avenue & Maude Avenue (CMP)
30. Mathilda Avenue & Indio Avenue

31. Mathilda Avenue & California Avenue
32. Mathilda Avenue & Washington Avenue
33. Mathilda Avenue & McKinley Avenue
34. Mathilda Avenue & Iowa Avenue
35. Mathilda Avenue & Olive Avenue
36. Mathilda Avenue & Sunnyvale-Saratoga Road
37. Sunnyvale-Saratoga Road & Remington Drive (CMP)
38. Sunnyvale-Saratoga Road & Fremont Avenue (CMP)
39. Sunnyvale-Saratoga Road & Homestead Road [Cupertino] (CMP)
40. Sunnyvale Avenue & McKinley Avenue
41. Fair Oaks Avenue & Duane Avenue
42. Fair Oaks Avenue & Arques Avenue
43. Wolfe Road & Arques Avenue
44. Wolfe Road & Kifer Road
45. Wolfe Road & Reed Avenue
46. Wolfe Road & Fremont Avenue
47. Wolfe Road & Homestead Road
48. Tantau Avenue & Homestead Road
49. Lawrence Expressway & Oakmead Parkway
50. Lawrence Expressway & Arques Avenue (CMP)
51. Lawrence Expressway & Kifer Road
52. Lawrence Expressway & Reed Avenue/Monroe Street (CMP)
53. Lawrence Expressway & Cabrillo Avenue [Santa Clara]
54. Lawrence Expressway & Benton Street [Santa Clara]
55. Lawrence Expressway & Homestead Road [Santa Clara] (CMP)
56. Lawrence Expressway & Pruneridge Avenue [Santa Clara]

Study Freeway Segments

1. US 101 between SR 87 and Embarcadero Road
2. SR 237 between SR 85 and I-880
3. I-280 between SR 87 and El Monte Road
4. SR 85 between I-280 and US 101 (North)

Study Freeway Ramps

1. US 101 southbound on-ramp from northbound Lawrence Expressway
2. US 101 northbound on-ramp from northbound Lawrence Expressway
3. US 101 northbound off-ramp to Lawrence Expressway
4. US 101 southbound off-ramp to Lawrence Expressway
5. US 101 southbound on-ramp from northbound Fair Oaks Avenue
6. US 101 northbound off-ramp to Fair Oaks Avenue
7. US 101 northbound on-ramp from Fair Oaks Avenue
8. US 101 southbound off-ramp to southbound Fair Oaks Avenue
9. US 101 southbound on-ramp from northbound Mathilda Avenue
10. US 101 northbound on-ramp from northbound Mathilda Avenue
11. US 101 northbound off-ramp to southbound Mathilda Avenue
12. US 101 southbound off-ramp to southbound Mathilda Avenue
13. US 101 northbound off-ramp to Mathilda Avenue [future ramp]
14. US 101 southbound off-ramp to Mathilda Avenue [future ramp]

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

Traffic conditions were evaluated for the following scenarios:

Scenario 1: ***Existing Conditions.*** Existing traffic volumes at study intersections were based on traffic counts conducted in 2017 and 2018, as well as the 2018 CMP TRAFFIX database. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. Study freeway segments were analyzed in accordance with the VTA CMP method, and study freeway ramps were analyzed using demand to capacity ratios.

Scenario 2: ***2035 Cumulative Conditions.*** The 2035 cumulative conditions traffic volumes were estimated using the Sunnyvale Traffic Demand Forecast Model for year 2035. In addition to land uses assumed under the current General Plan, the cumulative conditions include the proposed ECRCSP, the proposed Lawrence Station Area Plan Update, the proposed Fortinet Specific Plan and the proposed Downtown Specific Plan Update. To determine potential impacts generated by the ECRCSP, a separate model run was conducted assuming no growth in the ECRCSP area beyond the current general plan. The cumulative scenario was compared to the cumulative no ECRCSP scenario to disclose impacts.

Methodology

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

Data Requirements

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

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

Level of Service Standards and Analysis Methodologies

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

Signalized Study Intersections

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

The City of Sunnyvale, Mountain View and Santa Clara level of service standards for signalized intersections are all LOS D or better. Within the City of Sunnyvale, intersections on roadways considered to be “regionally significant” have a standard of LOS E. In the study area, signalized intersections within Sunnyvale along El Camino Real, Sunnyvale-Saratoga Road, and Mathilda Avenue are considered regionally significant. The correlation between average control delay and level of service is shown in Table 2.

CMP Intersections

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

Freeway Segments

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

$$D = V / (N*S)$$

Where:

D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicle per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

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

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

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

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

Freeway Ramps

A freeway ramp analysis was performed in order to verify that the freeway ramps would have sufficient capacity to serve the expected traffic volumes with and without the project. This analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramps at the study interchanges. The ramp capacities were obtained from the *Highway Capacity Manual 2000*, and considered the free-flow speed, number of lanes on the ramp, and ramp metering.

Table 3
Freeway Segment Level of Service Definition

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

Source: Santa Clara County Valley Transportation Authority, Transportation Impact Analysis Guidelines, Updated March 2009 (Based on the *Highway Capacity Manual (2000), Washington, D.C.)*

Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian facilities. Chapter 3 presents the traffic conditions in the ECRCSP study area under the year 2035 cumulative conditions, the project impacts on the transportation system, and any recommended improvement measures.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the ECRCSP study area, including the roadway network, transit service, pedestrian and bicycle facilities.

Existing Roadway Network

The proposed El Camino Real Corridor Specific Plan (ECRCSP) study area comprises approximately 350 acres along the 4-mile Sunnyvale El Camino Real frontage, with properties within ¼ mile on either side of the roadway centerline generally included in the study area. Regional access to the study area is provided by US 101 to the north, I-280 to the south and SR 85 and SR 237 to the west. These facilities are described below.

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

I-280 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) within the vicinity of Sunnyvale. I-280 provides regional freeway access between the cities of San Francisco and San Jose. ECRCSP study area access to and from I-280 is provided via its interchanges at SR 85, De Anza Boulevard, Wolfe Road, Stevens Creek Boulevard and Lawrence Expressway.

SR 237 is a four to six-lane freeway within the vicinity of Sunnyvale that extends west to El Camino Real and east to I-880 in Milpitas. East of Mathilda Avenue, SR 237 has two mixed-flow lanes and one HOV lane in each direction. West of Mathilda Avenue, SR 237 has two mixed-flow lanes in each direction. ECRCSP study area access to and from SR 237 is provided via its interchange at SR 85, Sylvan Avenue, Middlefield Road/Maude Avenue, Mathilda Avenue, Fair Oaks Avenue and Lawrence Expressway.

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

Major roadways within or near the ECRCSP study area include El Camino Real, Lawrence Expressway, Central Expressway, Bernardo Avenue, Mary Avenue, Hollenbeck Avenue/Pastoria Avenue, Mathilda Avenue, Sunnyvale Avenue, Fair Oaks Avenue, Wolfe Road, Evelyn Avenue, Remington Drive, Fremont Avenue and Homestead Road.

El Camino Real is a six-lane divided arterial that extends from Mission Street in Colma to The Alameda in Santa Clara. Within the vicinity of Sunnyvale, El Camino Real has a posted speed limit of 40 miles per hour (mph). Sidewalks are present along both sides of the roadway, and all major signalized intersections have crosswalks and pedestrian push buttons and signal heads across all legs. Bike lanes are present between Fair Oaks Avenue and Sunnyvale Avenue. On-street parking is permitted along certain segments of the roadway. El Camino Real provides regional access to the ECRCSP study area via its interchanges with SR 85 and Lawrence Expressway, as well as its intersections with SR 237, Mathilda Avenue Fair Oaks Avenue and Wolfe Road.

Lawrence Expressway is a north-south, eight-lane expressway with a raised median and a posted speed limit of 50 mph. It begins at Saratoga Avenue in the south, crosses through Sunnyvale, and extends northward and transitions into Caribbean Drive. HOV lanes are present between Stevens Creek Boulevard and US 101. Lawrence Expressway connects with US 101 via full-access freeway interchanges. Lawrence Expressway includes sidewalks along both sides on most segments and crosswalks at signalized intersections. There are no bike lanes on Lawrence Expressway, but bikes are allowed to ride on the shoulders. On-street parking is not permitted on this roadway. Lawrence Expressway provides regional access to the ECRCSP study area via its interchanges with SR 237, US 101, Central Expressway and I-280.

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

Bernardo Avenue is a north-south, two- to four-lane roadway with a posted speed limit of 30 mph. It begins at Evelyn Avenue and extends south through El Camino Real to Homestead Road. Bernardo Avenue has sidewalks in the northbound direction south of Fremont Avenue and sidewalks on both sides north of Fremont Avenue. Intersections with major roadways have crosswalks, pedestrian push buttons, and signal heads. Bike lanes are present along Bernardo Avenue between Remington Drive and El Camino Real. On-street parking is permitted along most segments of Bernardo Avenue.

Mary Avenue is a north-south, two to six-lane roadway with a posted speed limit of 35 to 40 mph. It extends from Almanor Avenue south to Homestead Road. Mary Avenue has sidewalks and bike lanes along both sides throughout Sunnyvale. Intersections with major roadways have crosswalks, pedestrian push buttons, and signal heads. On-street parking is generally permitted along the roadway segments within the residential neighborhood. Mary Avenue provides regional access to the study area via its intersection with Central Expressway.

Hollenbeck Avenue/Pastoria Avenue is a north-south, two-lane roadway with a posted speed limit of 25 to 30 mph. S. Pastoria Avenue extends from E Evelyn Avenue south to El Camino Real, transitions to Hollenbeck Avenue and extends south to Homestead Road. Hollenbeck Avenue/Pastoria Avenue has sidewalks along both sides of the roadway. Intersections with major roadways have crosswalks, pedestrian push buttons, and signal heads. Bike lanes are present on Hollenbeck Avenue between Danforth Drive and El Camino Real as well as south of Alberta Avenue. On-street parking is permitted along most segments of the roadway.

Mathilda Avenue/Sunnyvale-Saratoga Road is a north-south, six-lane roadway with a posted speed limit of 35 to 45 mph. It extends from E Caribbean Drive (north of US 237) south past El Camino Real, transitions to Sunnyvale-Saratoga Road and extends south into Cupertino and Saratoga. There are sidewalks on both sides of the street for the whole length of the roadway with crosswalks, pedestrian push buttons, and signal heads at all major intersections. Bike lanes are generally present along Mathilda Avenue north of Iowa Avenue. Bike lanes are present along Mathilda Avenue/Sunnyvale-Saratoga Road south of El Camino Real. Within the immediate vicinity of the ECRCSP study area, on-street parking is not permitted along the roadway. Mathilda Avenue provides regional access to the ECRCSP study area via its interchanges with SR 237, US 101, Central Expressway and I-280.

Sunnyvale Avenue is a north-south, two-lane roadway with a posted speed limit of 30 mph. It extends from E Maude Avenue south to El Camino Real. Sunnyvale Road has sidewalks on both sides of the roadway through all segments with crosswalks, pedestrian push buttons, and signal heads at all major intersections. Bike lanes are present along Sunnyvale Avenue south of Evelyn Avenue. Within the immediate vicinity of the ECRCSP study area, on-street parking is not permitted along the roadway.

Fair Oaks Avenue is a north-south, four- to six-lane roadway with a posted speed limit of 30 mph. It extends from SR 237 to El Camino Real and transitions into Remington Drive. Sidewalks exist on both sides for most of the segments along with crosswalks, pedestrian push buttons, and signal heads at all major intersections. Bike lanes are present along Fair Oaks Avenue between Evelyn Avenue and Kifer Road as well as south of Old San Francisco Road. On-street parking is generally permitted north of Old San Francisco Road. Fair Oaks Avenue provides regional access to the ECRCSP study area via its interchanges with SR 237, US 101 and Central Expressway.

Wolfe Road is a four-lane to six-lane, north-south arterial that begins north at N. Fair Oaks Avenue, and extends south into the City of Cupertino, ending at Stevens Creek Boulevard (its transition point into Miller Avenue). Wolfe Road has a posted speed limit of 35 mph in the study area. Wolfe Road includes sidewalks along most segments on both directions of travel and crosswalks at signalized intersections. Bike lanes are present along Wolfe Road north of Reed Avenue as well as south of Fremont Avenue. On-street parking is permitted along only certain segments of the roadway. Wolfe Road provides regional access to the ECRCSP study area via its interchanges with Central Expressway and I-280.

Evelyn Avenue is a two-lane to four-lane roadway that begins west at Castro Street in the City of Mountain View and extends east to its terminal at Reed Avenue in the City of Sunnyvale. Within Sunnyvale, Evelyn Avenue includes generally two travel lanes and a center two-way left-turn lane and has a posted speed limit of 30 mph in the study area. Evelyn includes sidewalks and bicycle lanes on both directions of travel and crosswalks at signalized intersections. On-street parking is permitted along most segments of this roadway.

Remington Drive is an east-west, two to four-lane roadway that begins west at S Bernardo Avenue and ends at El Camino Real before transitioning into Fair Oaks Avenue. It has bike lanes and sidewalks along both directions of the roadway on all segments and has crosswalks, pedestrian push buttons, and signal heads at major intersections. On-street parking is permitted west of Sunnyvale-Saratoga Road.

Fremont Avenue is an east-west, two to six-lane roadway with a posted speed limit of 30 mph that begins west along Foothill Expressway in Los Altos and ends as it joins El Camino Real. It has bike lanes along the full length of the roadway. There are sidewalks on both sides of the roadway along some segments and there are crosswalks, pedestrian push buttons, and signal heads at major intersections. On-street parking is not permitted on this roadway. Fremont Avenue provides regional access to the ECRCSP study area via its interchange with SR 85.

Homestead Road is an east-west, two to four-lane roadway with a posted speed limit of 30 mph that begins west at Foothill Expressway in Los Altos through Sunnyvale to Lafayette Street in Santa Clara. There are bike lanes and sidewalks on both sides along certain segments of the road and crosswalks, pedestrian push buttons, and signal heads at major intersections. On-street parking is generally not permitted on this roadway. Homestead Road provides regional access to the ECRCSP study area via its interchange with SR 85 and intersection with Lawrence Expressway.

Existing Bicycle Facilities

Bicycle facilities in the vicinity of the ECRCSP study area include bike lanes and bike routes. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are streets that accommodate bicycles with pavement markings and signage but are not separate from the travel lanes.

The existing bicycle facilities in the study area are shown on Figure 2. The following bicycle facilities exist within the immediate vicinity of the ECRCSP study area:

Bike Lanes:

- El Camino real between Fair Oaks Avenue and Sunnyvale Avenue
- Bernardo Avenue between Remington Drive and El Camino Real
- Mary Avenue
- Hollenbeck Avenue between Danforth Drive and El Camino Real
- Mathilda Avenue northbound between Iowa Avenue and Washington Avenue
- Mathilda Avenue/Sunnyvale-Saratoga Road south of El Camino Real
- Sunnyvale Avenue
- Cezanne Drive between El Camino Real and Old San Francisco Road
- Remington Drive
- Evelyn Avenue
- Old San Francisco Road/Reed Avenue west of Lawrence Expressway
- Fremont Avenue

Bike routes are present along Wolfe Road between Fremont Avenue and Reed Avenue, and on Fair Oaks Avenue between Old San Francisco Road and Evelyn Avenue and between Kifer Road and Ahwanee Avenue. According to the *City of Sunnyvale Bike Map, 2018 Edition*, there are three guided bike routes within the City. Each guided route is briefly described below and shown on Figure 2:

- Bike Route 352: This is a generally north-south bike route that extends north from the southern City limits into the Moffett Park area. North of El Camino Real, this route travels along Sunnyvale Avenue until Evelyn Avenue and transitions into Bike Route 353 (described below). South of El Camino Real, this bike route zigzags along local roadways west of Sunnyvale-Saratoga Road, providing access to Fremont High School and Nimitz Elementary School.

- Bike Route 353: This is a generally north-south bike route that extends north from the southern City limits into the Moffett Park area. South of Evelyn Avenue, this route transitions into Bike Route 352 (described above). North of Evelyn Avenue, this route travels mostly along Morse Avenue south of US 101 and along Borregas Avenue north of US 101. Bike Route 353 provides access to Bishop Elementary School and Columbia Middle School.

- Bike Route 600: This is a generally east-west bike route that extends east from the intersection at Bernardo Avenue and El Camino Real and ending east at Poinciana Drive. This route travels parallel and north of El Camino Real along residential roadways (mainly Olive Avenue, Gail Avenue, Iris Avenue and Lily Avenue). This route provides access to the Civic Center, Ellis Elementary School, Braly Elementary School and Ponderosa Elementary School.

Overall, the existing bicycle facilities in the ECRCSP study area provide adequate connection for bicycles travelling in the north-south direction. Along El Camino Real, bike lanes are present along only a short segment between Fair Oaks Avenue and Sunnyvale Avenue. On other segments of El Camino Real, bicycles have to travel in the curb lanes. Although the curb lanes are generally wider than other travel lanes, factors such as high travel speeds, high vehicular volumes, presence of on-street parking (along certain segments) and the number of driveways can discourage bicycle travel along El Camino Real. Bicycles travelling in the east-west direction have to resort to Bike Route 600, which is slightly circuitous and involves many turns.

Existing Pedestrian Facilities

Within the immediate vicinity of the ECRCSP study area, sidewalks are present along both sides of all major roadways. Pedestrian crosswalks and signal heads are presents at all major signalized intersections along El Camino Real. Currently, sidewalks along El Camino Real are generally six feet wide. According to the City's current General Plan Land Use and Transportation Element, El Camino Real, which is a Class I arterial, should have sidewalks with a width of 11 to 13 feet. The current sidewalk widths along El Camino Real do not comply with General Plan standards.

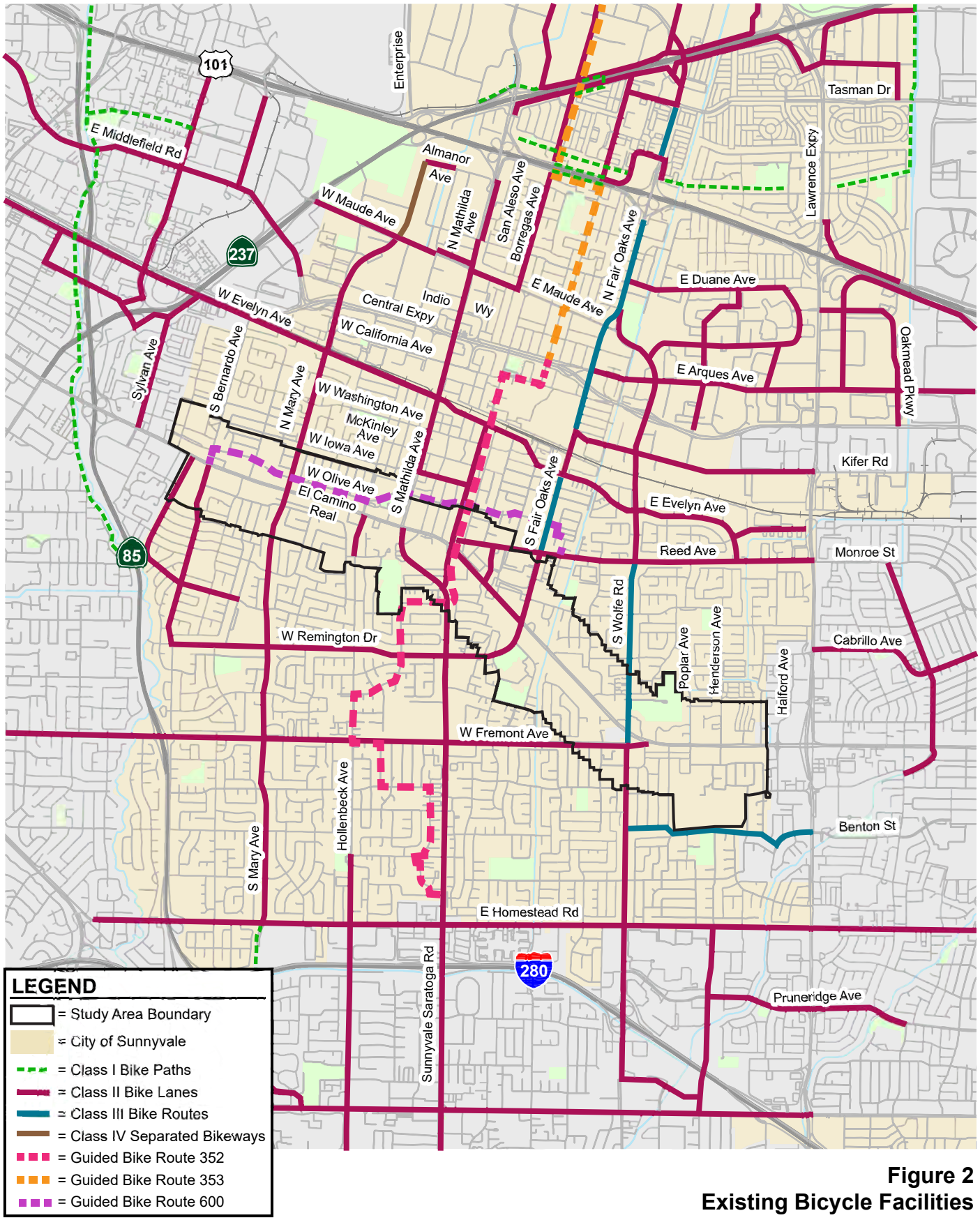


Figure 2
Existing Bicycle Facilities

Existing Transit Service

Existing transit services in the vicinity of the El Camino Real Corridor Specific Plan (ECRCSP) study area are provided by VTA and the City of Mountain View. VTA bus routes serving the ECRCSP study area are described in Table 4 and shown on Figure 3. Bus routes 22 and 522 provide service along the entire length of El Camino Real within the City of Sunnyvale. Bus routes 53, 55, 56, and 523 provide service within the City of Sunnyvale in mostly a north-south direction and stop within the El Camino Real Corridor Specific Plan (ECRCSP) study area. The Mountain View Community Shuttle provides service in the City of Mountain View and stops within ¼ mile of the ECRCSP study area.

Table 4
Existing Transit Services

Bus Route	Route Description	Closest Bus Stops	Weekday Hours of Operation	Headway
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	El Camino Real at Bernardo Avenue, Grape Avenue, Mary Avenue, Pastoria Avenue, Mathilda Avenue, Sunnyvale Avenue, Cezanne Drive, Fair Oaks Avenue, Maria Lane, Wolfe Road, Poplar Avenue, and Sycamore Terrace	All Day	15 min
Local Route 53	Downtown Sunnyvale to Santa Clara Transit Center	Bernardo Avenue & El Camino Real, Bernado Avenue & Iowa Avenue	6:30 AM - 8:00 PM	30 min
Local Route 55	De Anza College to Old Ironsides Station	Sunnyvale-Saratoga Avenue & El Camino Real, Sunnyvale Avenue & Olive Avenue	5:30 AM - 10:00 PM	30 min
Local Route 56	Lockheed Martin Transit Center to Tamien Station	Wolfe Road & Fremont Avenue/Eleanor Way, Wolfe Road & El Camino Real	5:30 AM - 10:00 PM	30 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	El Camino Real at Bernardo Avenue, Sunnyvale Avenue, Fair Oaks Avenue, Wolfe Road,	5:00 AM - 11:00 PM	12 min
Rapid Route 523	Berryessa BART to Lockheed Martin	Sunnyvale-Saratoga Avenue & El Camino Real	5:30 AM - 10:30 PM	15 min
Mountain View Community Shuttle	Loop including Mountain View Transit Center, San Antonio Center, and Sylvan Park	Sylvan Avenue & El Camino Real	10:00 AM - 6:00 PM	30 min

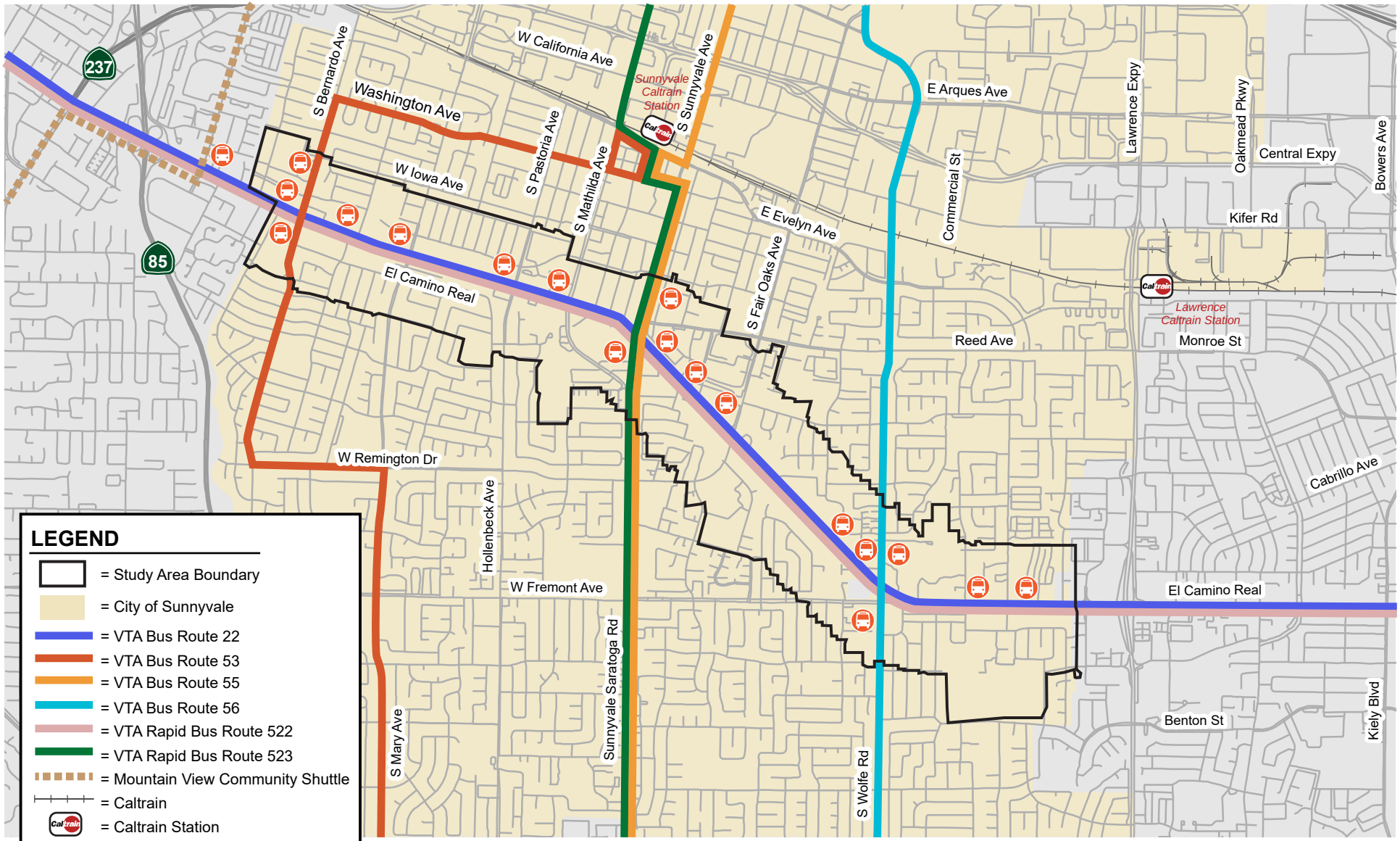


Figure 3
Existing Transit Services

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. There are two Caltrain stations within the City of Sunnyvale: the Sunnyvale Caltrain Station and the Lawrence Caltrain Station.

Sunnyvale Caltrain Station
The Sunnyvale Caltrain Station, located near the intersection of Frances Street and Evelyn Avenue, provides Caltrain service with approximately 15- to 30-minute headways during the weekday AM and PM commute hours and 60-minute headways during weekday midday and night hours as well as on weekends. The Sunnyvale Caltrain Station provides service for all Local, Limited-Stop, and Baby-Bullet trains. VTA bus routes 53, 55 and 523 all stop at the Sunnyvale Transit Center, which is across street from the Sunnyvale Caltrain Station. The Sunnyvale Caltrain Station is located approximately 4,000 feet from El Camino Real (measured from the intersection at Mathilda Avenue), approximately a 15- to 20-minute walking distance.

Lawrence Caltrain Station
The Lawrence Caltrain Station, located beneath the Lawrence Expressway overcrossing between Reed Avenue and Kifer Road, provides Caltrain service with approximately 20- to 30-minute headways during the weekday AM and PM commute hours and 60-minute headways during weekday midday and night hours as well as on weekends. The Lawrence Caltrain Station provides service for only Local and Limited-Stop trains. The Baby-Bullet train does not stop at the Lawrence Caltrain Station. The Lawrence Caltrain Station is located approximately 1.25 miles from El Camino Real (measured from the interchange at Lawrence Expressway).

Three free public Caltrain shuttles provide service at the Lawrence Caltrain Station: the Duane Avenue shuttle, the Bowers-Walsh shuttle, and the Mission shuttle. These shuttles are funded jointly by the Bay Area Air Quality Management District, the Peninsula Corridor Joint Powers Board and private employers. None of these shuttles provide service to the ECRCSP study area.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4.

Existing Traffic Volumes

Existing traffic volumes were obtained from peak hour counts collected in 2017 and 2018 as well as the 2018 CMP TRAFFIX database. The existing peak-hour intersection volumes are shown in Figure 5. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

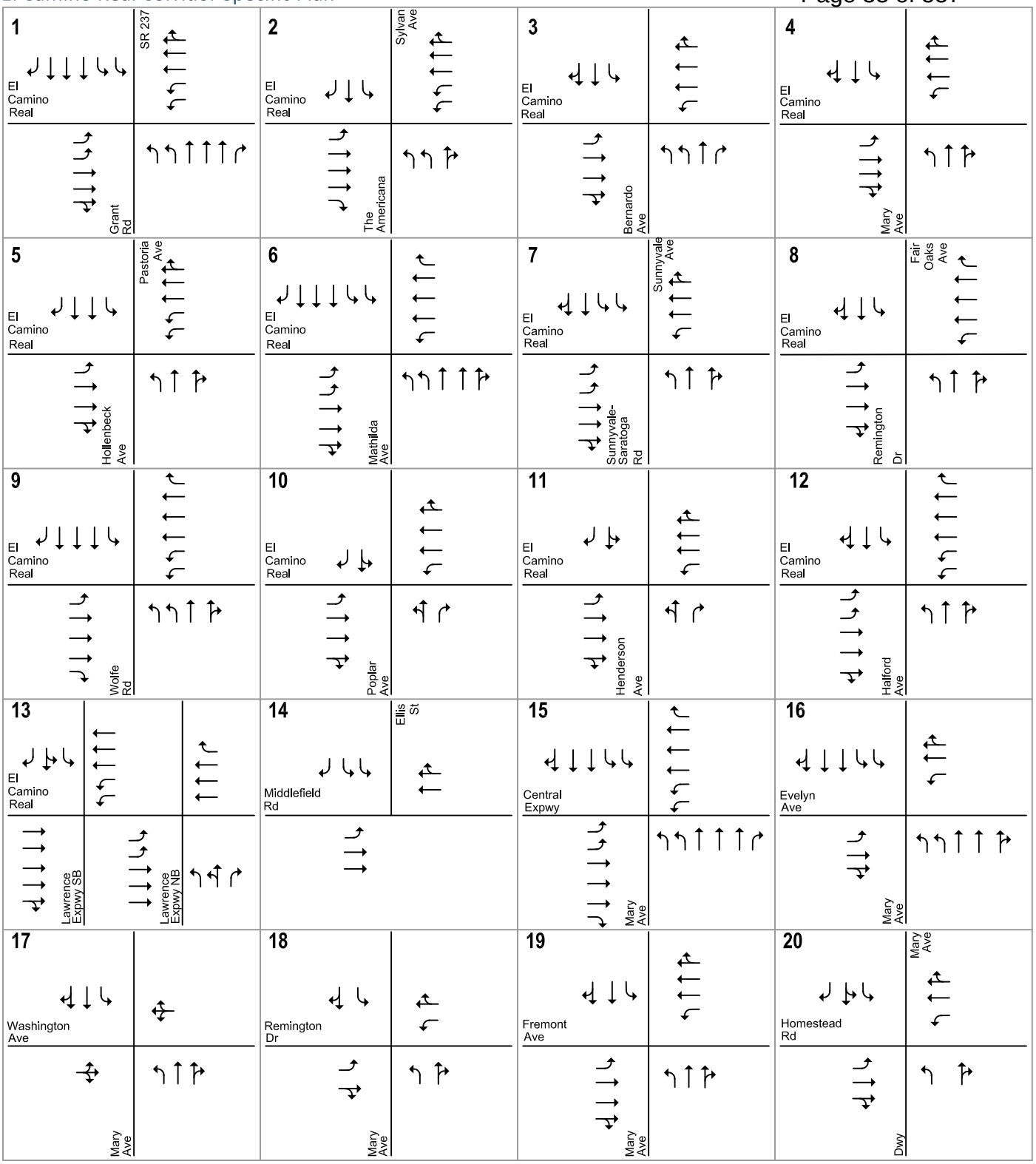


Figure 4
Existing Lane Configurations

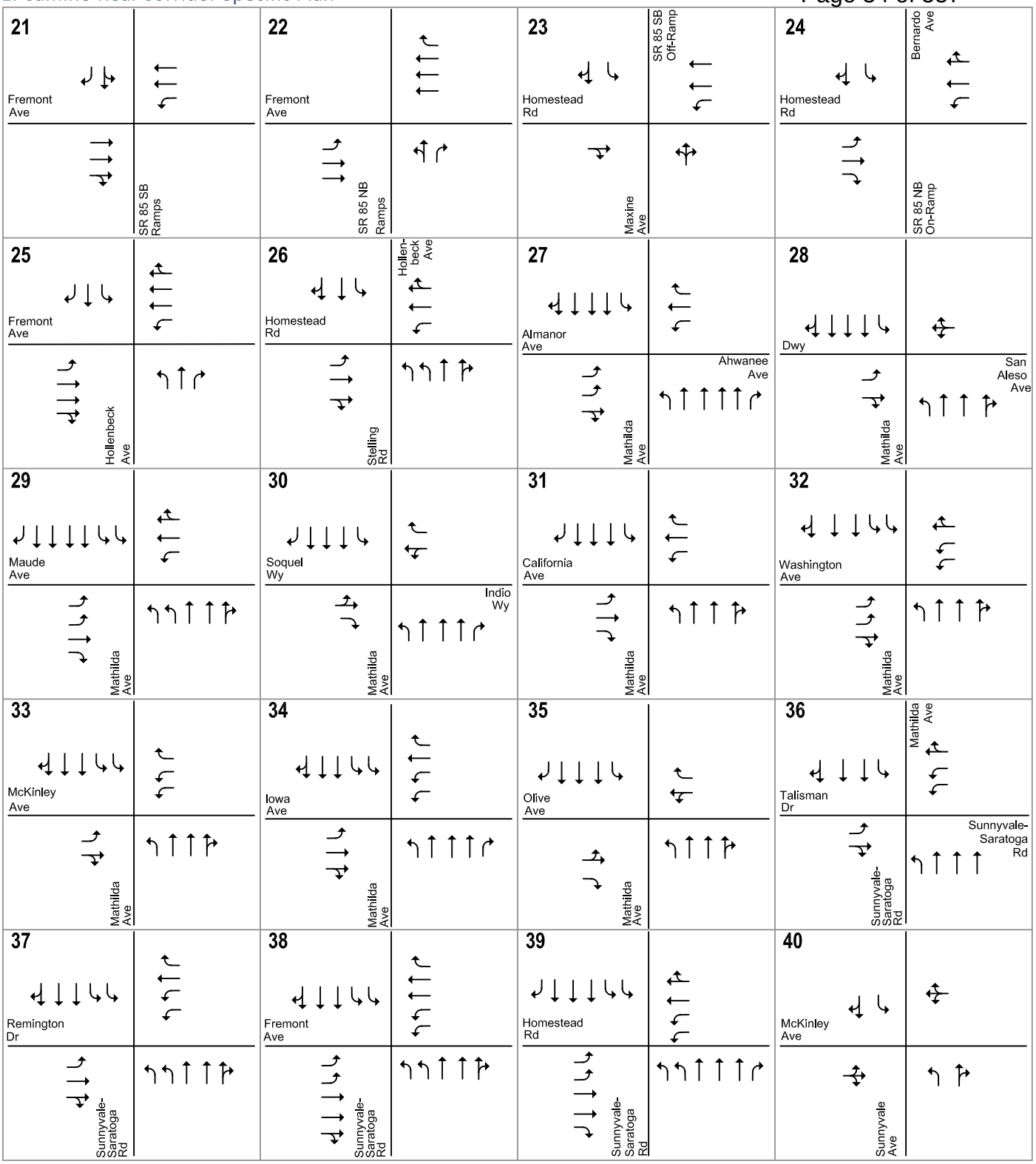
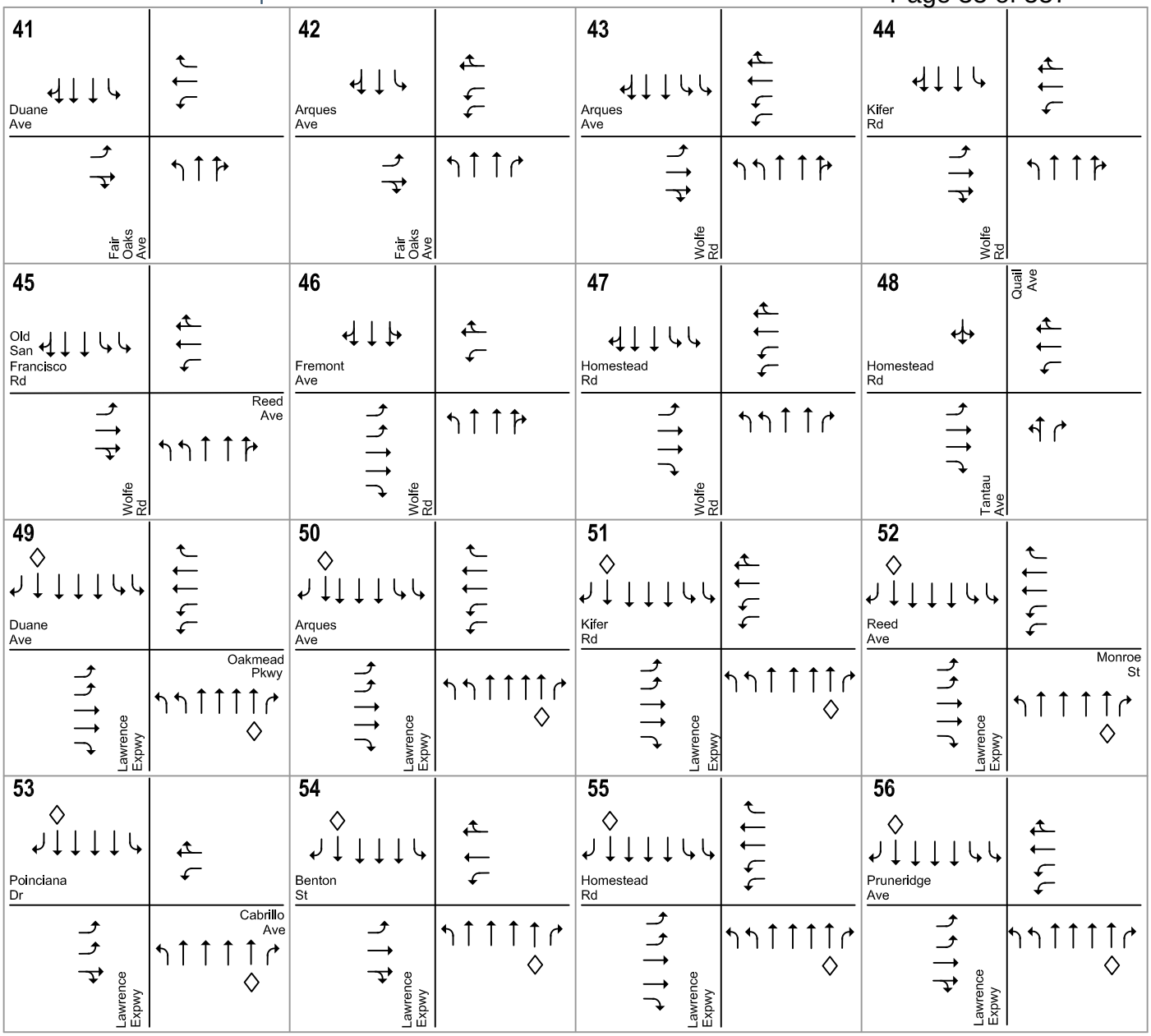


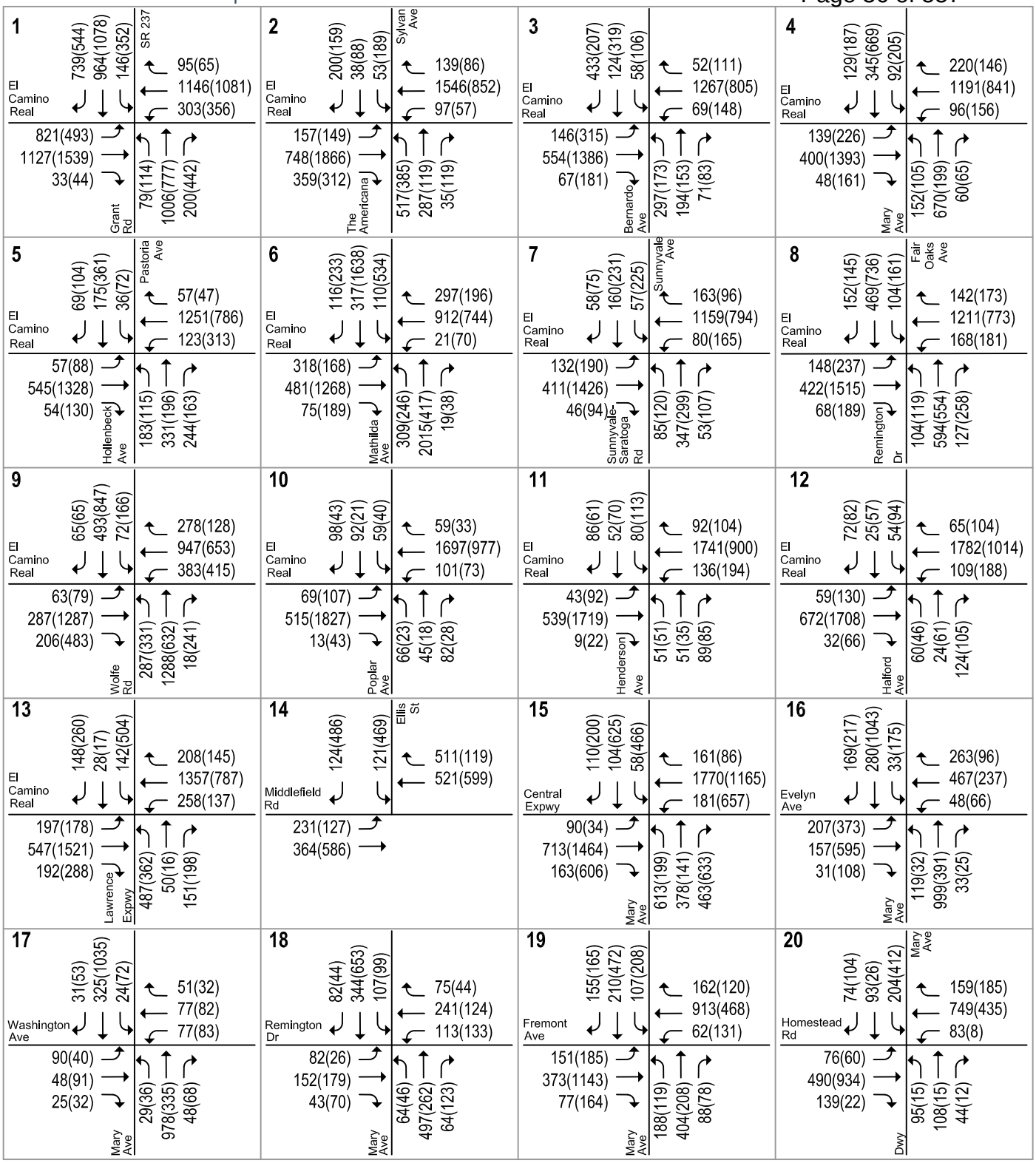
Figure 4
Existing Lane Configurations



LEGEND

◇ = HOV Lane

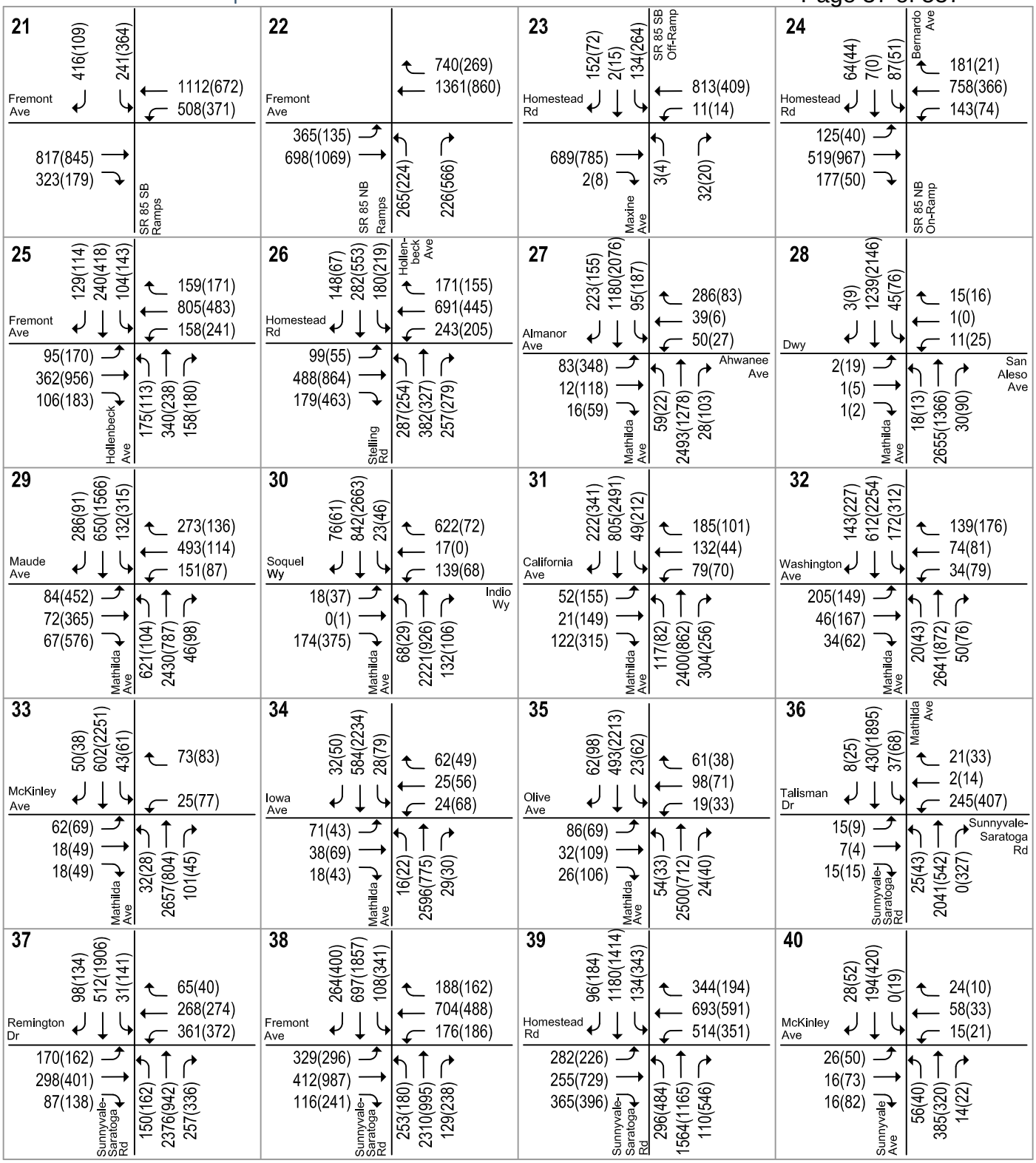
Figure 4
Existing Lane Configurations



LEGEND

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

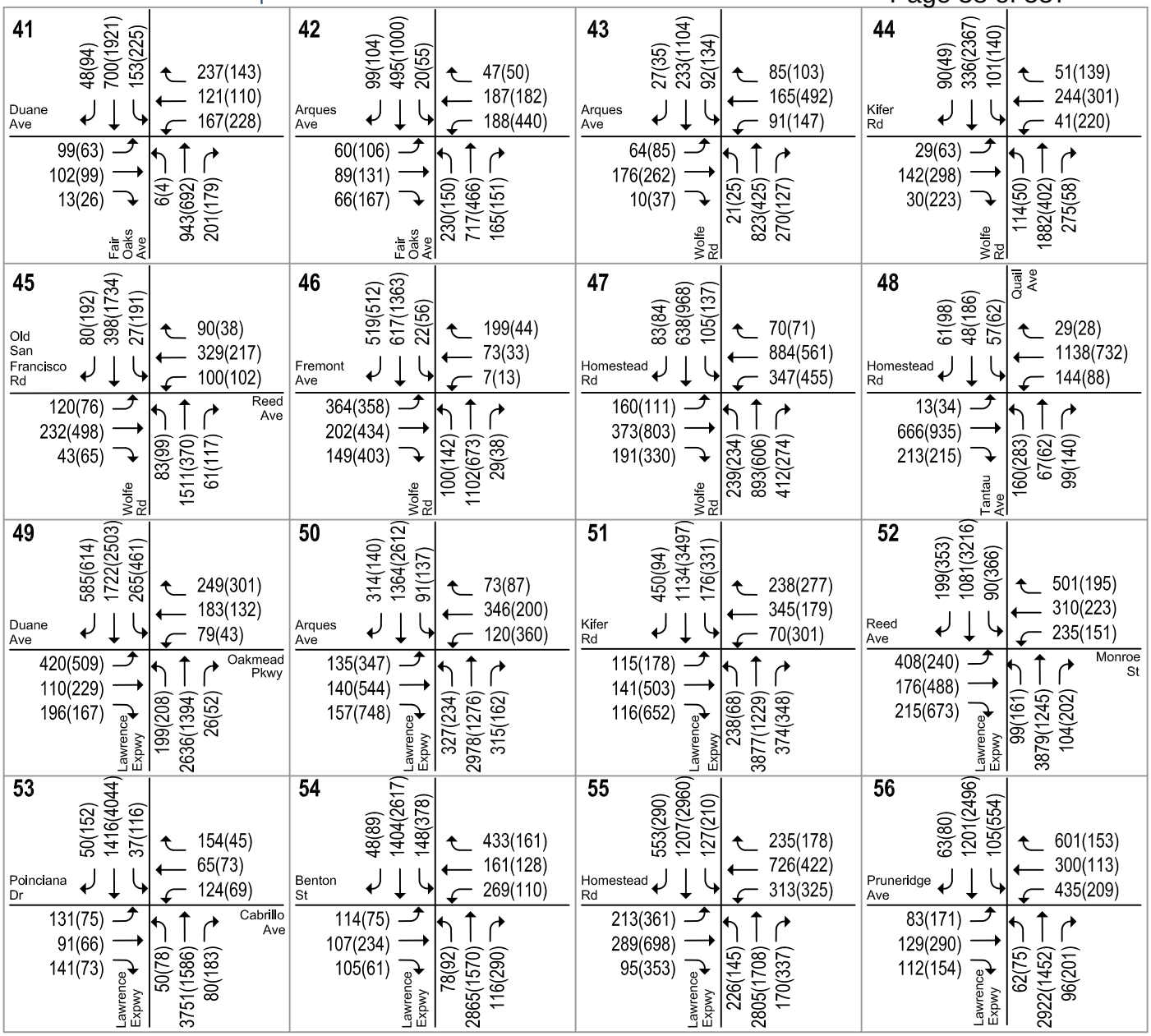
Figure 5
Existing Intersection Volumes



LEGEND

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

Figure 5
Existing Intersection Volumes



LEGEND

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

Figure 5
Existing Intersection Volumes

Existing Intersection Levels of Service

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

County of Santa Clara Intersections:

- Lawrence Expressway & Kifer Road (#51) – PM Peak Hour (LOS F)
- Lawrence Expressway & Reed Avenue/Monroe Road (#52) – AM Peak Hour (LOS F)

The intersection levels of service calculation sheets are included in Appendix C.

Existing Freeway Levels of Service

Existing weekday AM and PM peak-hour traffic volumes on the study freeway segments were obtained from the 2017 CMP Annual Monitoring Report. The existing freeway levels of service during the weekday peak hours of traffic are summarized in Figures 7 to 10.

Table 5
Existing Intersection Levels of Service

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS
1	SR 237 & El Camino Real (MV*)	AM	11/14/17	E	69.9	E
		PM	10/30/18		56.7	E+
2	Sylvan Avenue & El Camino Real (MV)	AM	11/14/17	D	35.3	D+
		PM	11/14/17		36.0	D+
3	Bernardo Avenue & El Camino Real (+)	AM	11/14/17	E	44.6	D
		PM	11/14/17		43.3	D
4	Mary Avenue & El Camino Real (*)	AM	11/14/17	E	41.7	D
		PM	10/30/18		39.1	D
5	Pastoria Avenue & El Camino Real (+)	AM	11/14/17	E	34.3	C-
		PM	11/14/17		38.8	D+
6	Mathilda Avenue & El Camino Real (*)	AM	11/14/17	E	47.9	D
		PM	10/30/18		45.7	D
7	Sunnyvale Avenue & El Camino Real (+)	AM	11/14/17	E	33.4	C-
		PM	11/14/17		40.3	D
8	Fair Oaks Avenue & El Camino Real (*)	AM	05/08/18	E	41.0	D
		PM	10/30/18		41.8	D
9	Wolfe Road & El Camino Real (*)	AM	11/14/17	E	53.5	D-
		PM	10/30/18		46.4	D
10	Poplar Avenue & El Camino Real (+)	AM	11/14/17	E	19.0	B-
		PM	11/14/17		12.0	B
11	Henderson Avenue & El Camino Real (+)	AM	11/14/17	E	17.2	B
		PM	11/14/17		22.7	C+
12	Halford Avenue & El Camino Real (SC)	AM	11/14/17	D	20.6	C+
		PM	11/14/17		44.5	D
13	Lawrence Expressway Ramps & El Camino Real (SC*)	AM	11/14/17	E	34.5	C-
		PM	11/15/18		28.8	C
14	Ellis Street & Middlefield Road (MV)	AM	11/14/17	D	15.0	B
		PM	11/14/17		21.4	C+
15	Mary Avenue & Central Expressway (County*)	AM	11/14/17	E	51.5	D-
		PM	12/13/18		60.1	E
16	Mary Avenue & Evelyn Avenue	AM	11/14/17	D	40.4	D
		PM	11/14/17		43.3	D
17	Mary Avenue & Washington Avenue	AM	11/14/17	D	13.4	B
		PM	11/14/17		16.1	B
18	Mary Avenue & Remington Drive	AM	11/14/17	D	31.7	C
		PM	11/14/17		28.9	C
19	Mary Avenue & Fremont Avenue	AM	11/14/17	D	41.9	D
		PM	11/14/17		43.3	D
20	Mary Avenue & Homestead Road	AM	11/14/17	D	36.6	D+
		PM	11/14/17		30.0	C

Notes:
** = CMP, + = Regionally Significant Intersection, MV = Mountain View, SC = Santa Clara, County = County of Santa Clara*
">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.

Table 5 (continued)
Existing Intersection Levels of Service

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS
21	SR 85 SB Ramps & Fremont Avenue	AM	11/14/17	D	23.3	C
		PM	11/14/17		19.9	B-
22	SR 85 NB Ramps & Fremont Avenue	AM	11/14/17	D	20.6	C+
		PM	11/14/17		24.9	C
23	SR 85 SB Ramps & Homestead Road	AM	11/14/17	D	19.2	B-
		PM	11/14/17		38.9	D+
24	SR 85 NB Ramps & Homestead Road	AM	11/14/17	D	21.6	C+
		PM	11/14/17		14.9	B
25	Hollenbeck Avenue & Fremont Avenue	AM	11/14/17	D	39.4	D
		PM	11/14/17		45.0	D
26	Hollenbeck Avenue & Homestead Road	AM	11/14/17	D	42.3	D
		PM	11/14/17		51.9	D-
27	Mathilda Avenue & Almanor Avenue (+)	AM	11/14/17	E	26.7	C
		PM	11/14/17		30.4	C
28	Mathilda Avenue & San Aleso Avenue (+)	AM	11/14/17	E	7.3	A
		PM	11/14/17		7.2	A
29	Mathilda Avenue & Maude Avenue (*)	AM	11/14/17	E	43.6	D
		PM	10/30/18		47.2	D
30	Mathilda Avenue & Indio Way (+)	AM	11/14/17	E	36.3	D+
		PM	11/14/17		22.9	C+
31	Mathilda Avenue & California Avenue (+)	AM	11/14/17	E	24.2	C
		PM	11/14/17		32.1	C-
32	Mathilda Avenue & Washington Avenue (+)	AM	11/14/17	E	34.3	C-
		PM	11/14/17		34.5	C-
33	Mathilda Avenue & McKinley Avenue (+)	AM	11/14/17	E	14.1	B
		PM	11/14/17		17.4	B
34	Mathilda Avenue & Iowa Avenue (+)	AM	11/14/17	E	15.7	B
		PM	11/14/17		16.0	B
35	Mathilda Avenue & Olive Avenue (+)	AM	11/14/17	E	15.5	B
		PM	11/14/17		18.4	B-
36	Mathilda Avenue & Sunnyvale-Saratoga Road (+)	AM	11/14/17	E	22.7	C+
		PM	11/14/17		28.5	C
37	Sunnyvale-Saratoga Road & Remington Drive (*)	AM	11/14/17	E	42.9	D
		PM	10/30/18		43.6	D
38	Sunnyvale-Saratoga Road & Fremont Avenue (*)	AM	11/14/17	E	49.0	D
		PM	10/30/18		47.8	D
39	Sunnyvale-Saratoga Road & Homestead Road (CU*)	AM	11/14/17	E	44.8	D
		PM	10/30/18		40.0	D
40	Sunnyvale Avenue & McKinley Avenue	AM	11/14/17	D	9.8	A
		PM	11/14/17		16.8	B

Notes:
** = CMP, + = Regionally Significant Intersection, MV = Mountain View, SC = Santa Clara, County = County of Santa Clara*
">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.

Table 5 (continued)
Existing Intersection Levels of Service

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS
41	Fair Oaks Avenue & Duane Avenue	AM	05/08/18	D	32.1	C-
		PM	05/08/18		30.2	C
42	Fair Oaks Avenue & Arques Avenue	AM	05/08/18	D	34.8	C-
		PM	05/08/18		44.5	D
43	Wolfe Road & Arques Avenue	AM	11/14/17	D	35.6	D+
		PM	11/14/17		40.8	D
44	Wolfe Road & Kifer Road	AM	11/14/17	D	29.0	C
		PM	11/14/17		43.1	D
45	Wolfe Road & Reed Avenue	AM	11/14/17	D	37.0	D+
		PM	11/14/17		38.9	D+
46	Wolfe Road & Fremont Avenue	AM	11/14/17	D	43.7	D
		PM	11/14/17		47.5	D
47	Wolfe Road & Homestead Road	AM	11/14/17	D	35.4	D+
		PM	11/14/17		35.1	D+
48	Tantau Avenue & Homestead Road	AM	11/14/17	D	26.0	C
		PM	11/14/17		39.6	D
49	Lawrence Expressway & Oakmead Parkway (County)	AM	05/23/19	E	40.4	D
		PM	05/23/19		52.3	D-
50	Lawrence Expressway & Arques Avenue (County*)	AM	04/04/17	E	48.2	D
		PM	11/13/18		71.6	E
51	Lawrence Expressway & Kifer Road (County)	AM	03/07/18	E	54.4	D-
		PM	03/07/18		**101.6**	**F**
52	Lawrence Expressway & Monroe Street (County*)	AM	03/07/18	E	**114.8**	**F**
		PM	11/13/18		61.8	E
53	Lawrence Expressway & Cabrillo Avenue (County)	AM	03/07/18	E	52.1	D-
		PM	03/07/18		48.6	D
54	Lawrence Expressway & Benton Street (County)	AM	11/14/17	E	53.7	D-
		PM	11/14/17		40.5	D
55	Lawrence Expressway & Homestead Road (County*)	AM	11/14/17	E	56.8	E+
		PM	11/15/18		65.9	E
56	Lawrence Expressway & Pruneridge Avenue (County)	AM	11/14/17	E	61.2	E
		PM	11/14/17		43.8	D

Notes:
* = *CMP, + = Regionally Significant Intersection, MV = Mountain View, SC = Santa Clara, County = County of Santa Clara*
">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
BOLD indicates unacceptable level of service

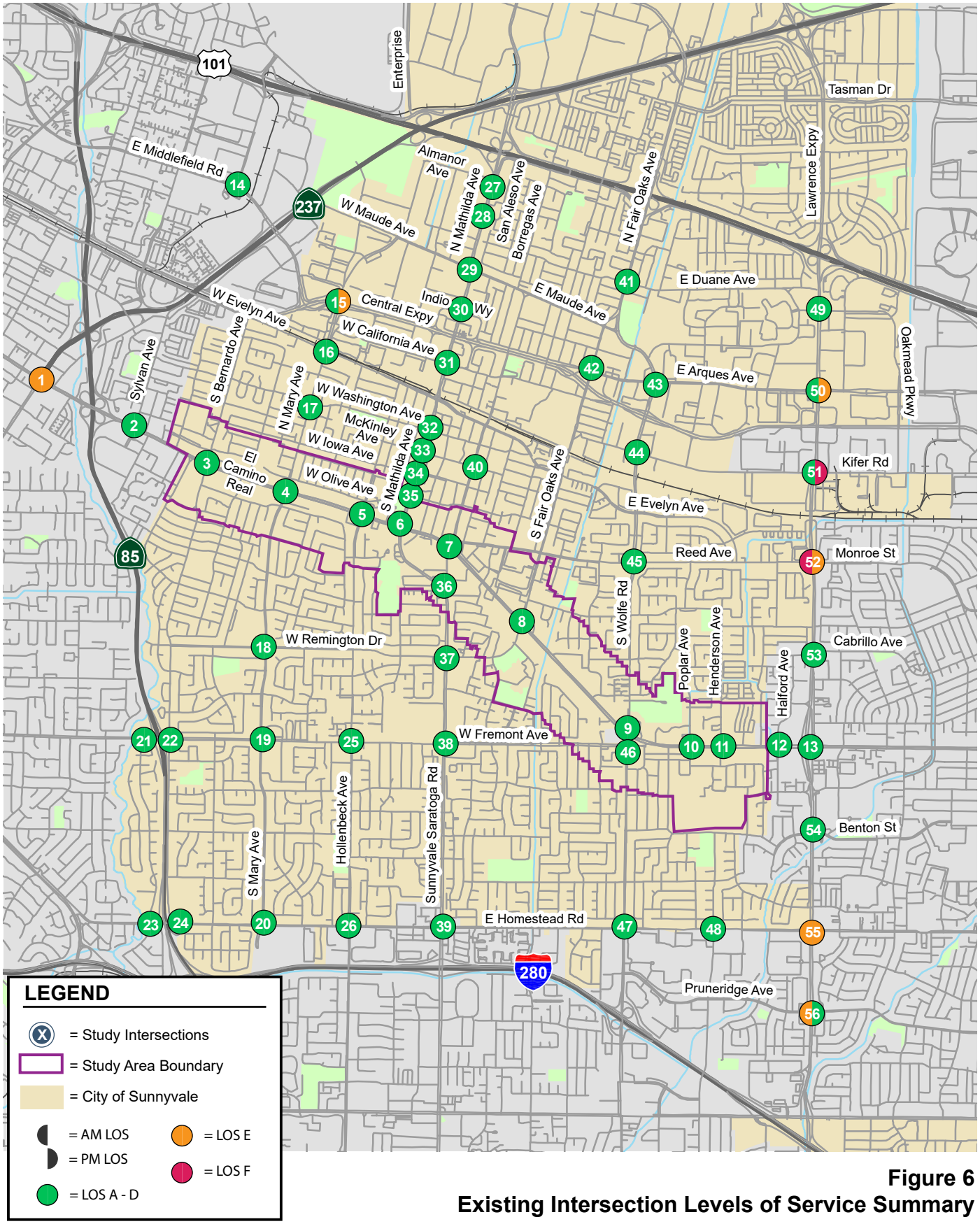
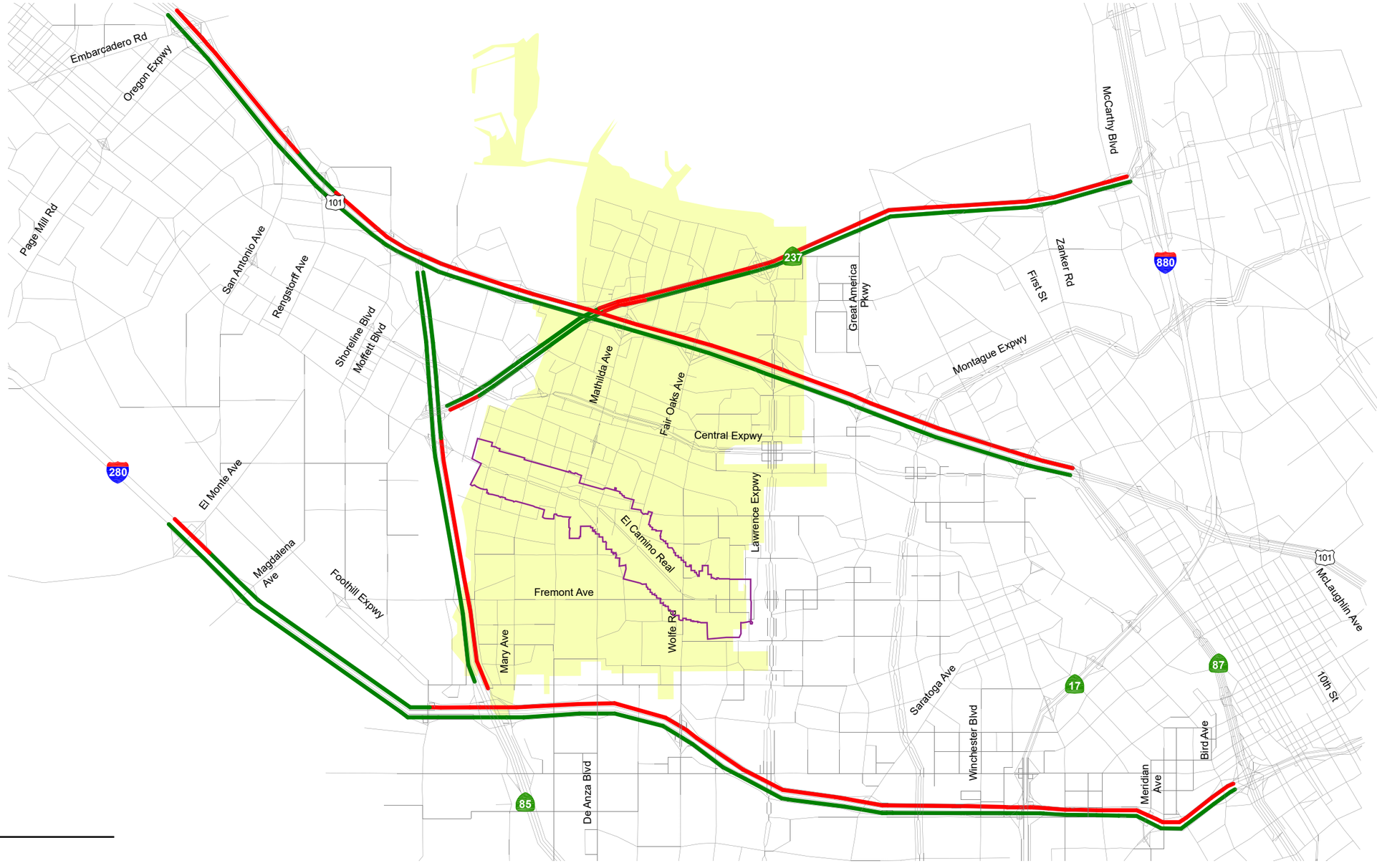


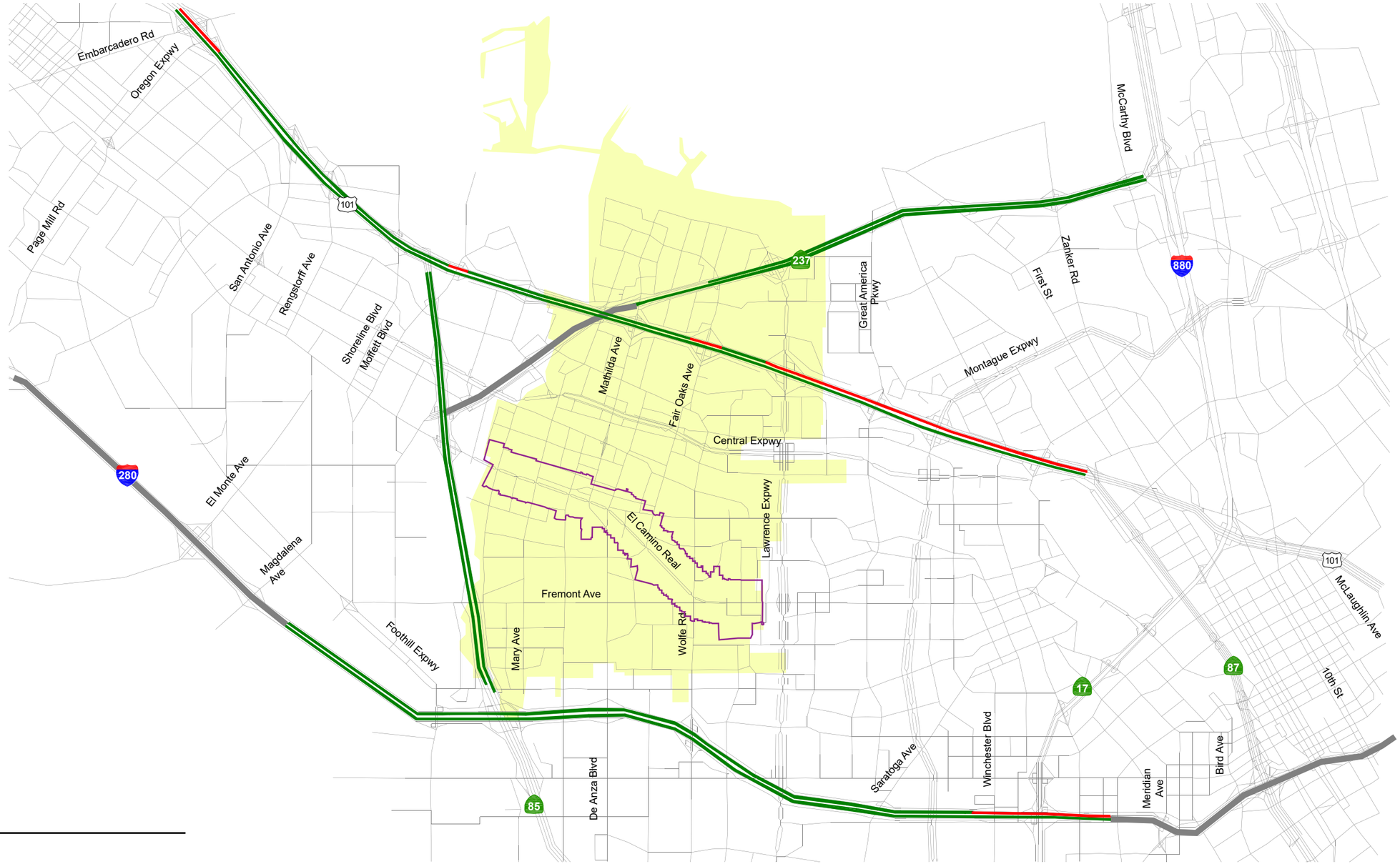
Figure 6
Existing Intersection Levels of Service Summary



LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)

Figure 7
Existing Freeway Levels of Service Sumary - AM Peak-Hour - Mixed-Flow Lanes

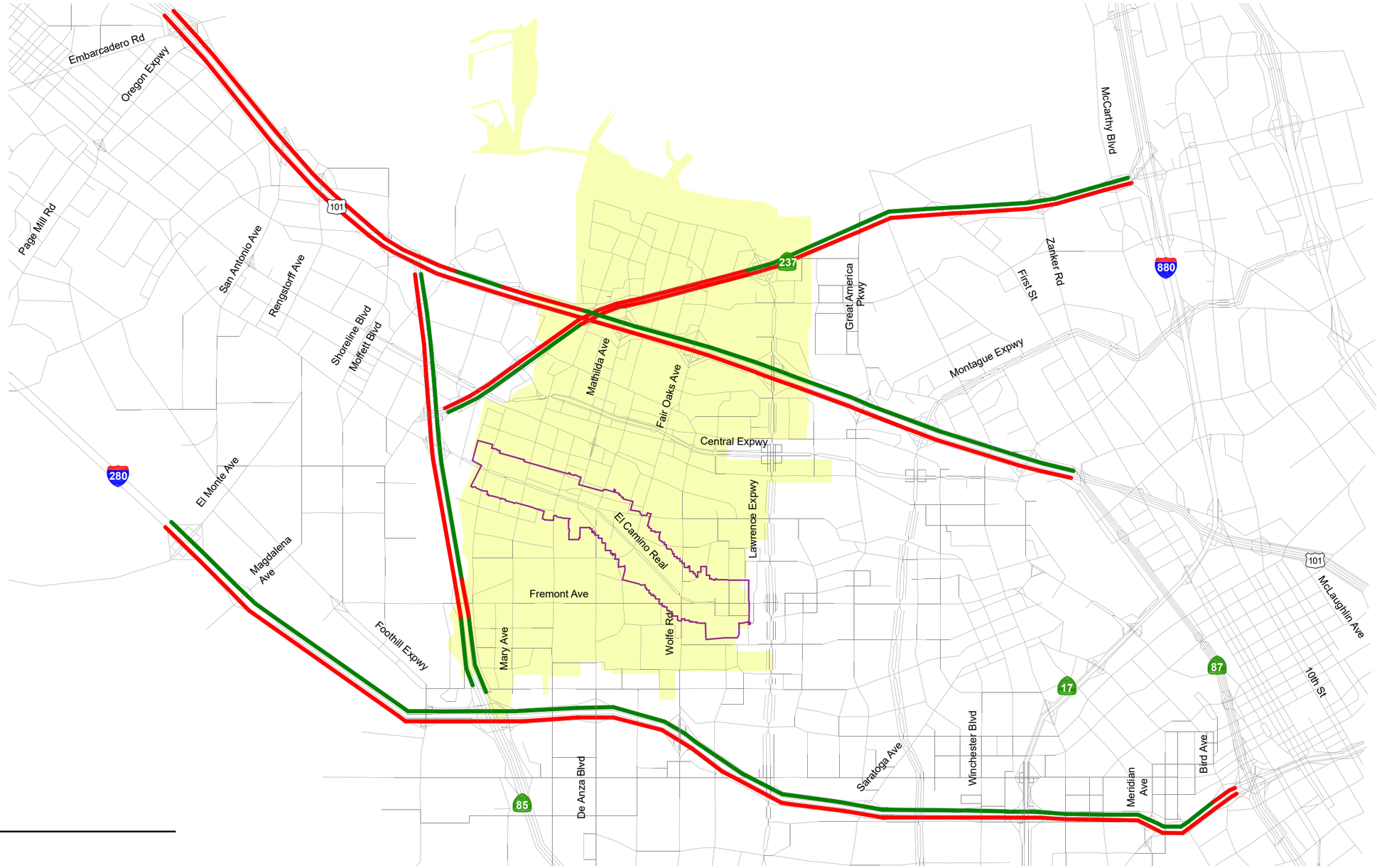


LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)
- = Freeway Segment has No HOV Lanes

Figure 8
Existing Freeway Levels of Service Summary - AM Peak-Hour - HOV Lanes

NORTH
Not to Scale



LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)

Figure 9
Existing Freeway Levels of Service Summary - PM Peak-Hour - Mixed-Flow Lanes

NORTH
Not to Scale

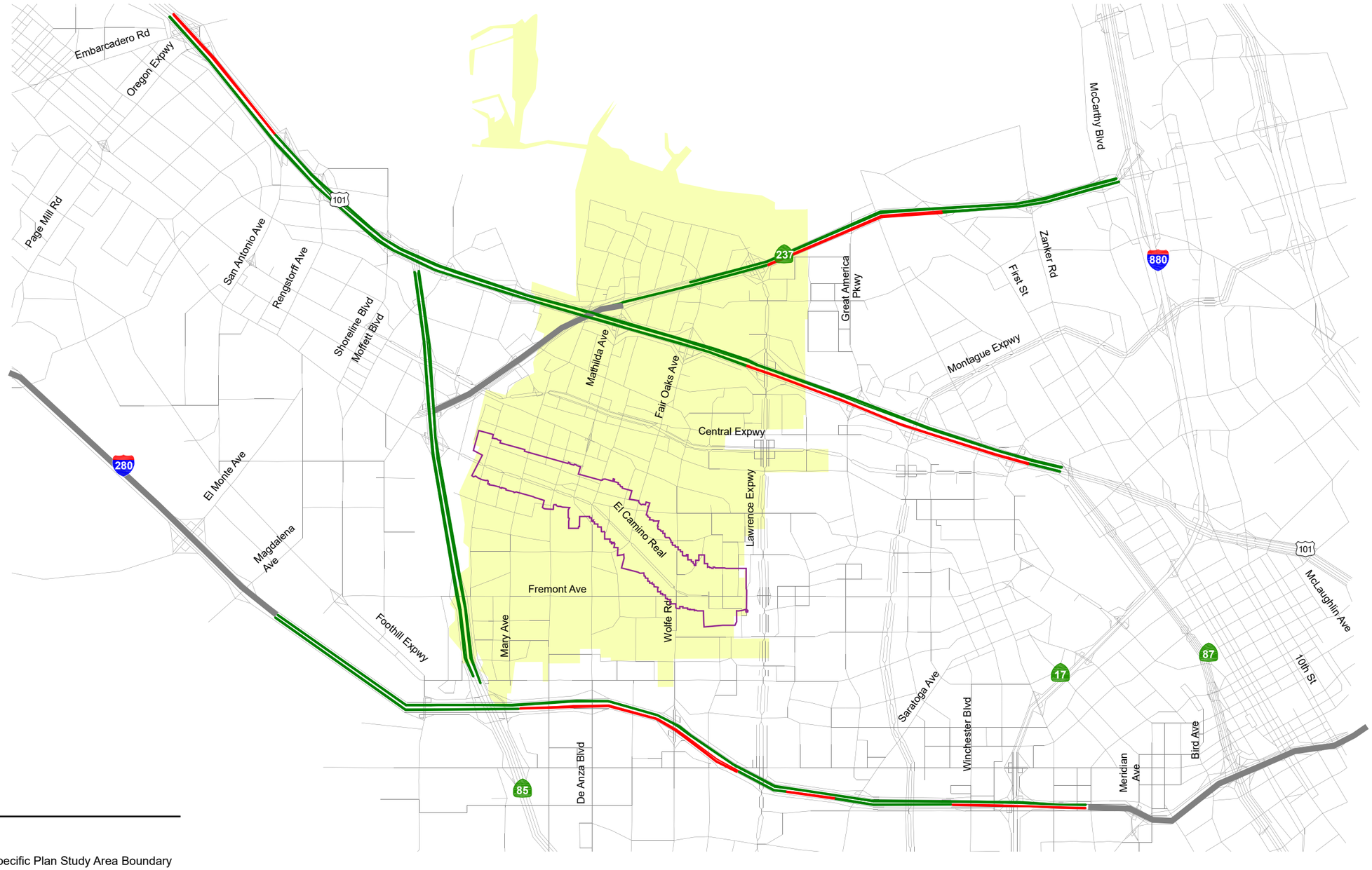


Figure 10
Existing Freeway Levels of Service Summary - PM-Peak Hour - HOV Lanes

Existing Freeway Ramp Capacity Analysis

This analysis consists of a volume-to-capacity ratio evaluation of the study freeway ramps. The ramp capacities were obtained from the *Highway Capacity Manual 2000* (Chapter 25), which considers both the free-flow speed and the number of lanes on the study ramps. As a conservative approach, on-ramps that currently have ramp meter equipment are analyzed with a capacity of 900 vehicles per hour for the mixed-flow lanes. The peak-hour freeway ramp volumes were obtained from recent traffic counts and Caltrans (see Table 6).

The ramp analysis shows that the freeway ramps currently have sufficient capacity to serve the existing traffic volumes. The study ramps have a volume-to-capacity (V/C) ratio that is well below 1.0, which means that the existing traffic demand is lower than the ramp capacity.

Table 6
Existing Freeway Ramp Capacity Analysis

Interchange	Ramp	Type	Peak Hour	Lanes				Existing Conditions	
				Mixed	HOV	Meter [1]	Capacity [2]	Volume [3]	V/C
US 101/Lawrence Expwy	SB On-Ramp fr. NB Lawrence Expwy	Diagonal	AM	2	1	Equipment Present	1,800	584	0.32
			PM					352	0.20
	NB On-Ramp fr. NB Lawrence Expwy	Loop	AM	1	1	Equipment Present	1,800	484	0.27
			PM					378	0.21
	NB Off-Ramp to Lawrence Expwy	Diagonal	AM	2	-	-	3,800	1278	0.34
			PM					1185	0.31
	SB Off-Ramp to Lawrence Expwy	Diagonal	AM	2	-	-	3,800	738	0.19
			PM					1753	0.46
US 101/Fair Oaks Ave	SB On-Ramp fr. NB Fair Oaks Ave	Diagonal	AM	1	1	Equipment Present	1,800	616	0.34
			PM					225	0.13
	NB Off-Ramp to Fair Oaks Ave	Diagonal	AM	1	-	-	2,000	414	0.21
			PM					894	0.45
	NB On-Ramp fr. Fair Oaks Ave	Diagonal	AM	1	1	Equipment Present	1,800	1057	0.59
			PM					416	0.23
	SB Off-Ramp to SB Fair Oaks Ave	Diagonal	AM	1	-	-	2,000	363	0.18
			PM					893	0.45
US 101/Mathilda Ave	SB On-Ramp fr. NB Mathilda Ave	Diagonal	AM	1	1	Equipment Present	1,800	478	0.27
			PM					532	0.30
	NB On-Ramp fr. NB Mathilda Ave	Loop	AM	1	1	Equipment Present	1,800	287	0.16
			PM					295	0.16
	NB Off-Ramp to SB Mathilda Ave	Loop	AM	1	-	-	1,800	722	0.40
			PM					729	0.41
	SB Off-Ramp to SB Mathilda Ave	Diagonal	AM	1	-	-	2,000	404	0.20
			PM					448	0.22

Notes:
NB = Northbound, SB = Southbound, fr. = from
1. As a conservative approach, if an on-ramp has meter equipment present , the ramp is analyzed assuming it is metered.
2. Ramp capacities were obtained from *Highway Capacity Manual, 2000* , and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.
3. Existing peak hour volumes are obtained through intersection counts and Caltrans.

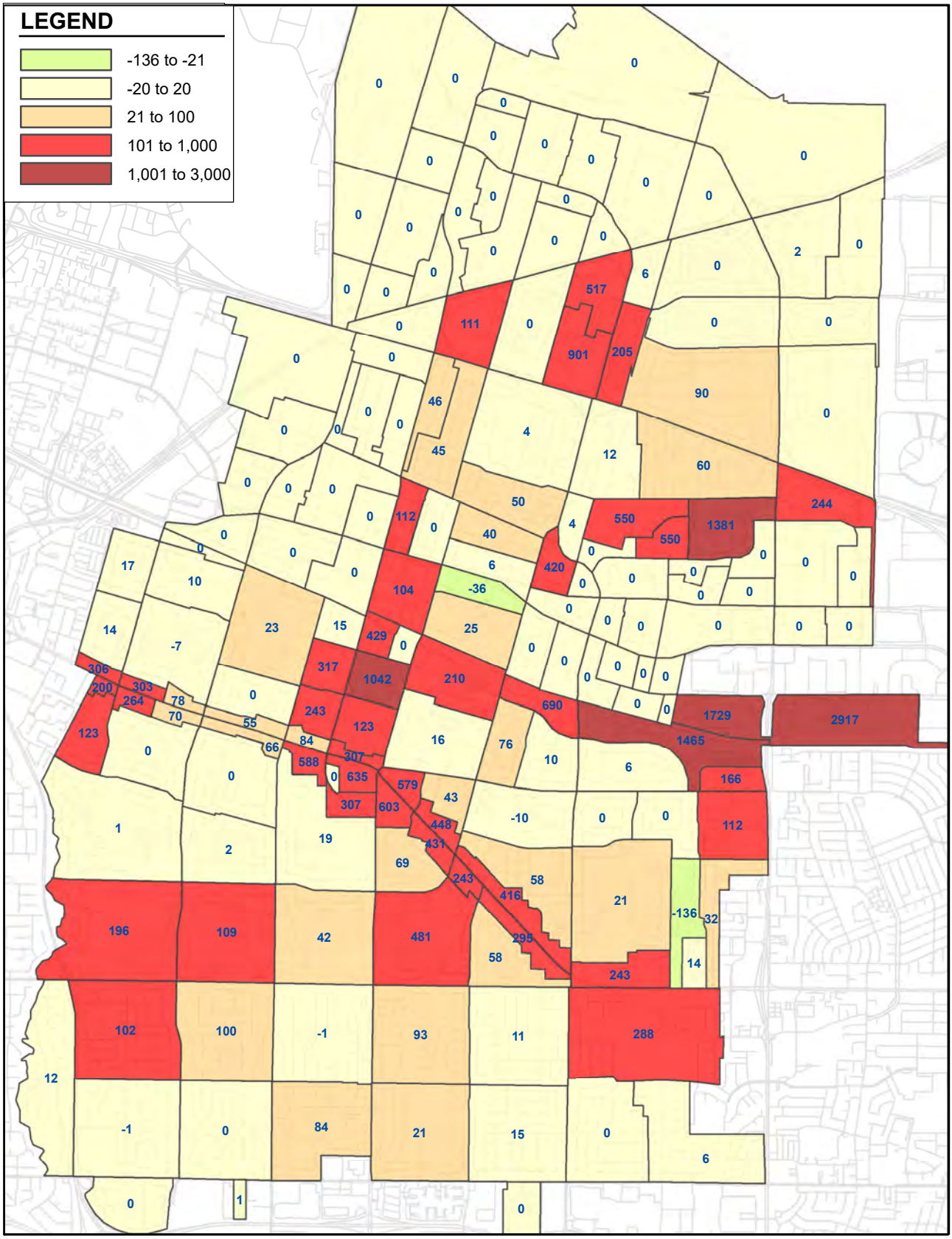
3. Year 2035 Cumulative Conditions

This chapter presents a summary of the cumulative traffic conditions that would occur in year 2035 with the proposed El Camino Real Corridor Specific Plan (ECRCSP). The year 2035 cumulative scenario assumes buildout of the current general plan, the proposed ECRCSP, the proposed update to the Lawrence Station Area Plan, the proposed Fortinet Precise Plan, the proposed update to the Downtown Specific Plan, as well as regional growth. To determine potential impacts generated by the ECRCSP, a separate model run was conducted assuming no growth in the ECRCSP area beyond the current general plan. The cumulative scenario was compared to the cumulative no ECRCSP scenario to disclose impacts. The Sunnyvale Travel Demand Forecasting Model (STFM) for year 2035 was used to forecast the year 2035 cumulative traffic volumes. Model assumptions and inputs are described in this chapter as well.

Traffic Volumes and Roadway Network

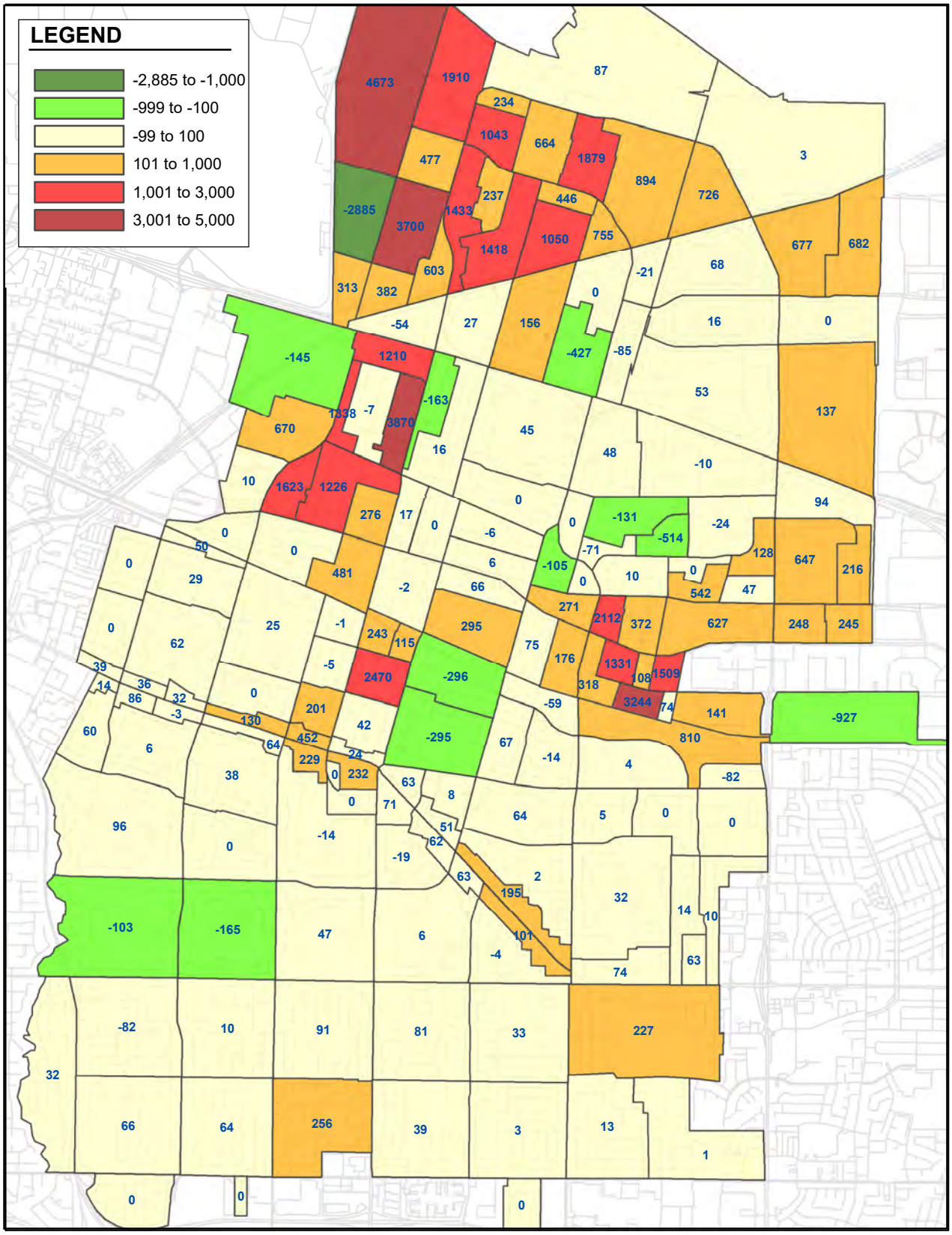
The year 2035 forecasts of intersection turning movements, freeway traffic, ramp volumes, and vehicle miles traveled were completed using the Sunnyvale Travel Demand Forecast Model (STFM). The STFM is a mathematical representation of travel within the nine counties in the San Francisco Bay Area and is calibrated to represent travel within the City of Sunnyvale. The model uses socioeconomic data, such as number of jobs and households, for difference geographic areas (transportation analysis zones) to predict the travel from place to place in the future. There are 172 transportation analysis zones within the model to represent the City of Sunnyvale.

The year 2035 socioeconomic data are generated by the Association of Bay Area Governments and refined by VTA. For the year 2035 cumulative conditions model forecasts, socioeconomic data within the City of Sunnyvale were supplied by city staff. Socioeconomic data within the City of Sunnyvale assumed the buildout of the current general plan, the proposed ECRCSP, the proposed update to the Lawrence Station Area Plan, the proposed Fortinet Precise Plan and the proposed update to the Downtown Specific Plan (see Figures 11 and 12 for the housing and jobs growth by TAZ). The existing and year 2035 cumulative conditions jobs and housing data (by TAZ) are provided in the Appendix. Table 7 shows the model inputs for the entire bay area separated by counties.



NOTE:
Year 2035 land use includes the adopted LUTE, proposed ECRCSP, LSAP update, Fortinet Precise Plan, and Downtown Specific Plan.

Figure 11
Sunnyvale Land Use Growth - Households Year 2035 Compared to Year 2013



NOTE:
Year 2035 land use includes the adopted LUTE, proposed ECRCSP, LSAP update, Fortinet Precise Plan, and Downtown Specific Plan.

Figure 12
Sunnyvale Land Use Growth - Jobs Year 2035 Compared to Year 2013

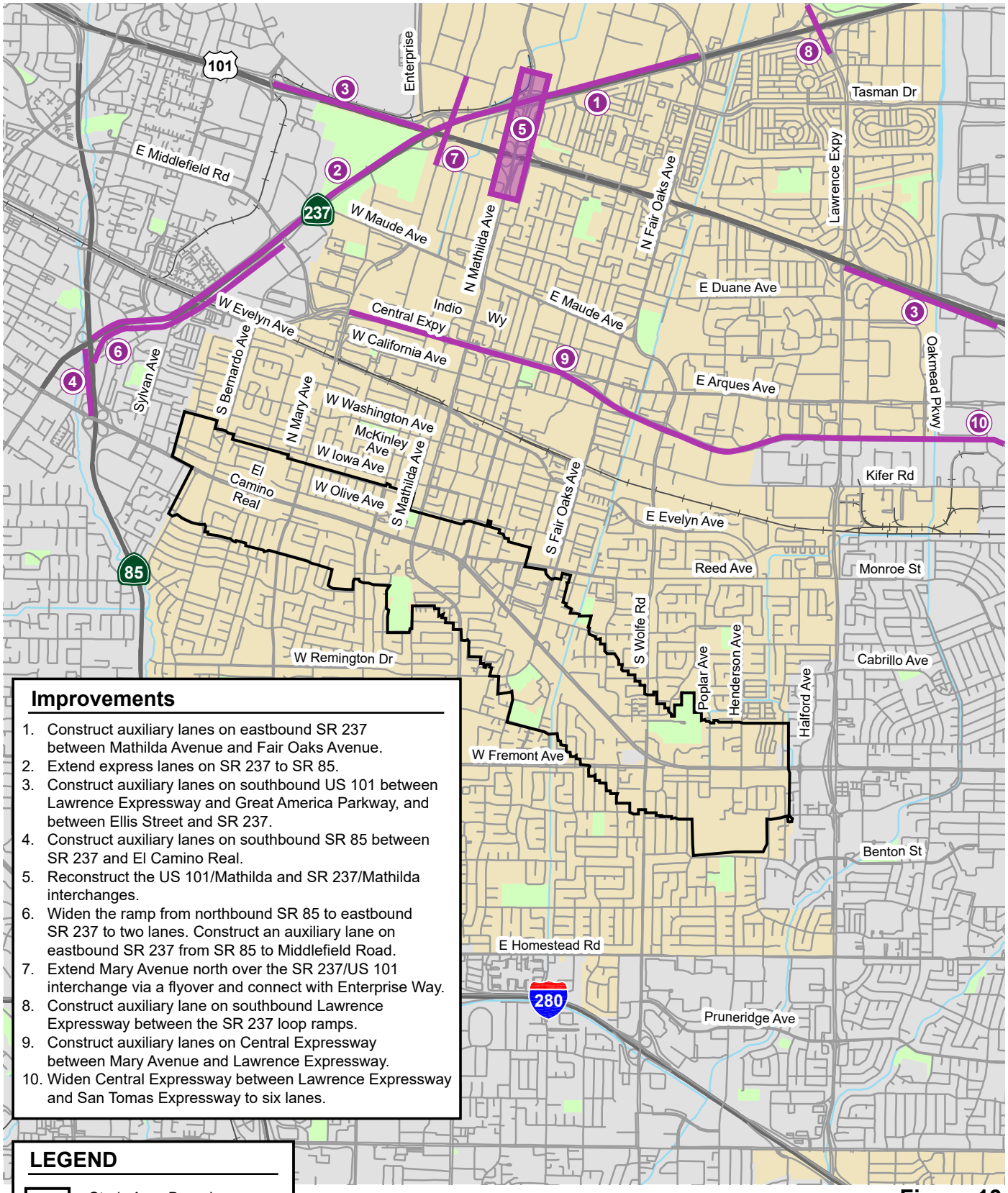
Table 7
Socioeconomic Data Model Inputs – Bay Area Counties

County	Year 2035 Cumulative Conditions Socioeconomic Data [1]					
	Households		Population		Jobs	
	Yr 2035	Incr. Over Yr 2013	Yr 2035	Incr. Over Yr 2013	Yr 2035	Incr. Over Yr 2013
San Francisco	429,886	+ 91,185	1,023,992	+ 226,19	733,565	+ 164,69
San Mateo	305,826	+ 45,546	864,870	+ 142,670	433,295	+ 97,840
Santa Clara [2]	819,224	+ 192,678	2,356,670	+ 529,157	1,296,139	+ 321,970
Alameda	677,886	+ 135,346	1,877,079	+ 360,980	910,613	+ 163,95
Contra Costa	447,099	+ 78,329	1,269,299	+ 253,999	448,001	+ 75,0
Solano	164,049	+ 23,949	476,887	+ 57,507	172,676	+ 24,39
Napa	55,018	+ 6,728	153,791	+ 20,691	86,887	+ 15,740
Sonoma	214,729	+ 32,229	570,296	+ 93,596	248,147	+ 24,179
Marin	110,513	+ 7,263	268,668	+ 17,268	125,569	-10,038

Notes:
1. Year 2035 land uses referenced the ABAG Projections 2013.
2. Sunnyvale land uses included the adopted LUTE, propoesd ECRCSP, LUTE update, Fortinet Precise Plan and Downtown Specific Plan.

The SFTM includes improvements to the roadway network as part of the 2040 Valley Transportation Plan (VTP) and the Sunnyvale Transportation Impact Fee (TIF). Significant roadway improvements that are funded or planned to be funded within or near Sunnyvale are shown on Figure 13:

A separate model run was conducted for the Cumulative no ECRCSP scenario assuming no growth in the ECRCSP area beyond the current general plan levels. The same roadway improvements shown on Figure 13 were assumed in the Cumulative no ECRCSP model run. The forecast intersection turning movement volumes were adjusted based on intersection counts to generate the year 2035 cumulative conditions and Cumulative no ECRCSP traffic volumes (see Figures 14 and 15).



Improvements

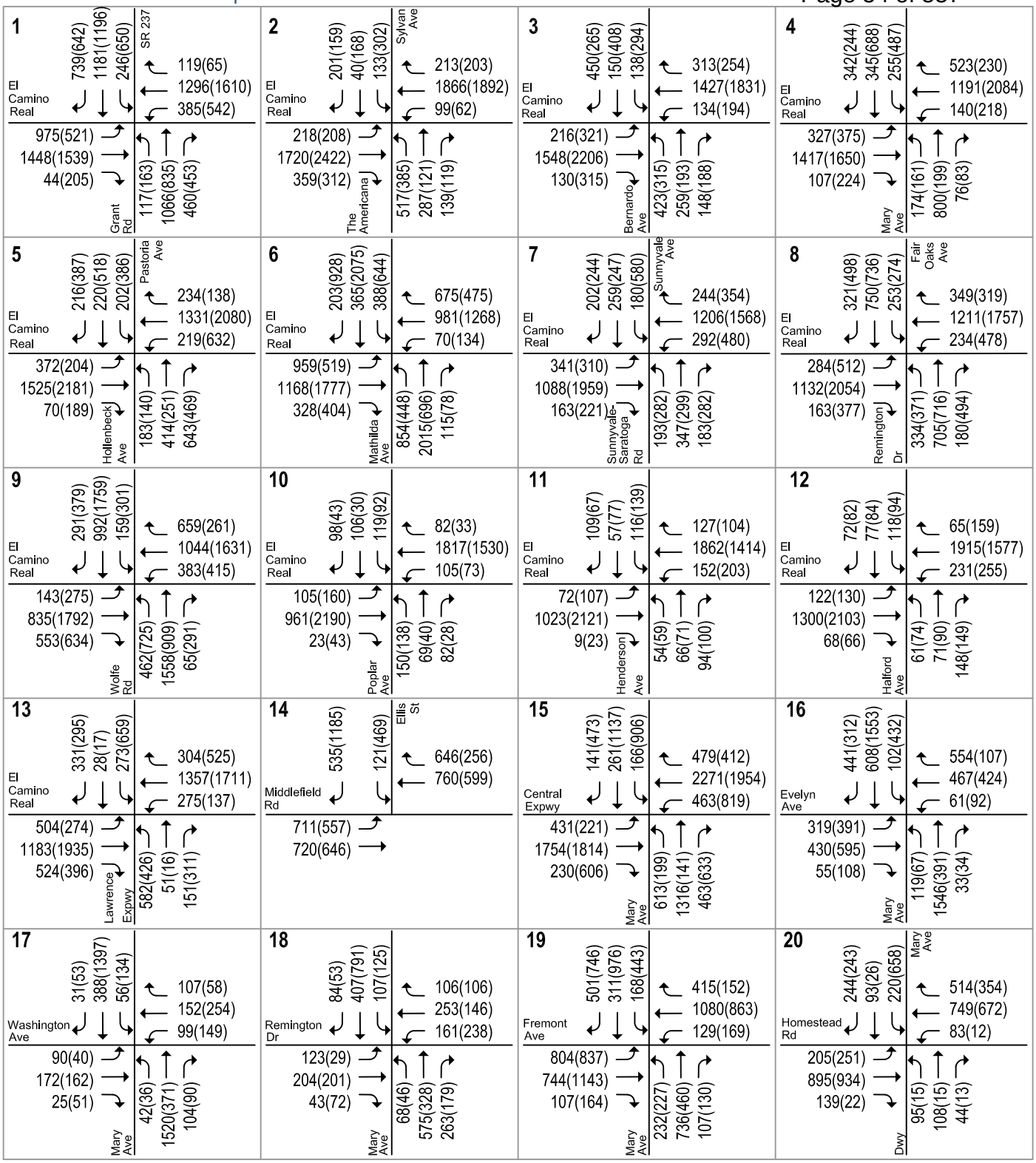
1. Construct auxiliary lanes on eastbound SR 237 between Mathilda Avenue and Fair Oaks Avenue.
2. Extend express lanes on SR 237 to SR 85.
3. Construct auxiliary lanes on southbound US 101 between Lawrence Expressway and Great America Parkway, and between Ellis Street and SR 237.
4. Construct auxiliary lanes on southbound SR 85 between SR 237 and El Camino Real.
5. Reconstruct the US 101/Mathilda and SR 237/Mathilda interchanges.
6. Widen the ramp from northbound SR 85 to eastbound SR 237 to two lanes. Construct an auxiliary lane on eastbound SR 237 from SR 85 to Middlefield Road.
7. Extend Mary Avenue north over the SR 237/US 101 interchange via a flyover and connect with Enterprise Way.
8. Construct auxiliary lane on southbound Lawrence Expressway between the SR 237 loop ramps.
9. Construct auxiliary lanes on Central Expressway between Mary Avenue and Lawrence Expressway.
10. Widen Central Expressway between Lawrence Expressway and San Tomas Expressway to six lanes.

LEGEND

= Study Area Boundary

= City of Sunnyvale

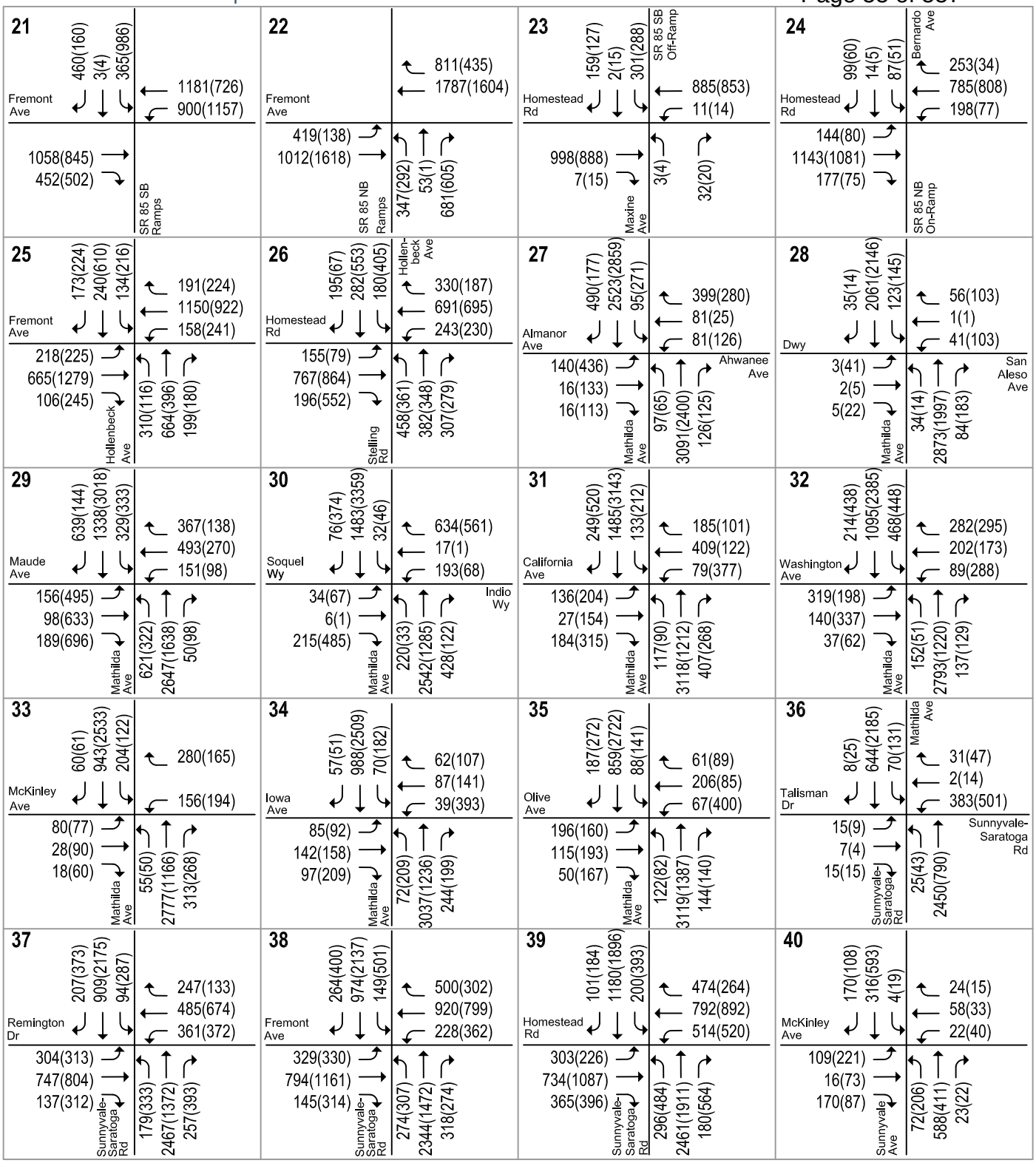
Figure 13
Roadway Improvements Within Close Proximity of Sunnyvale Assumed in the Model



LEGEND

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

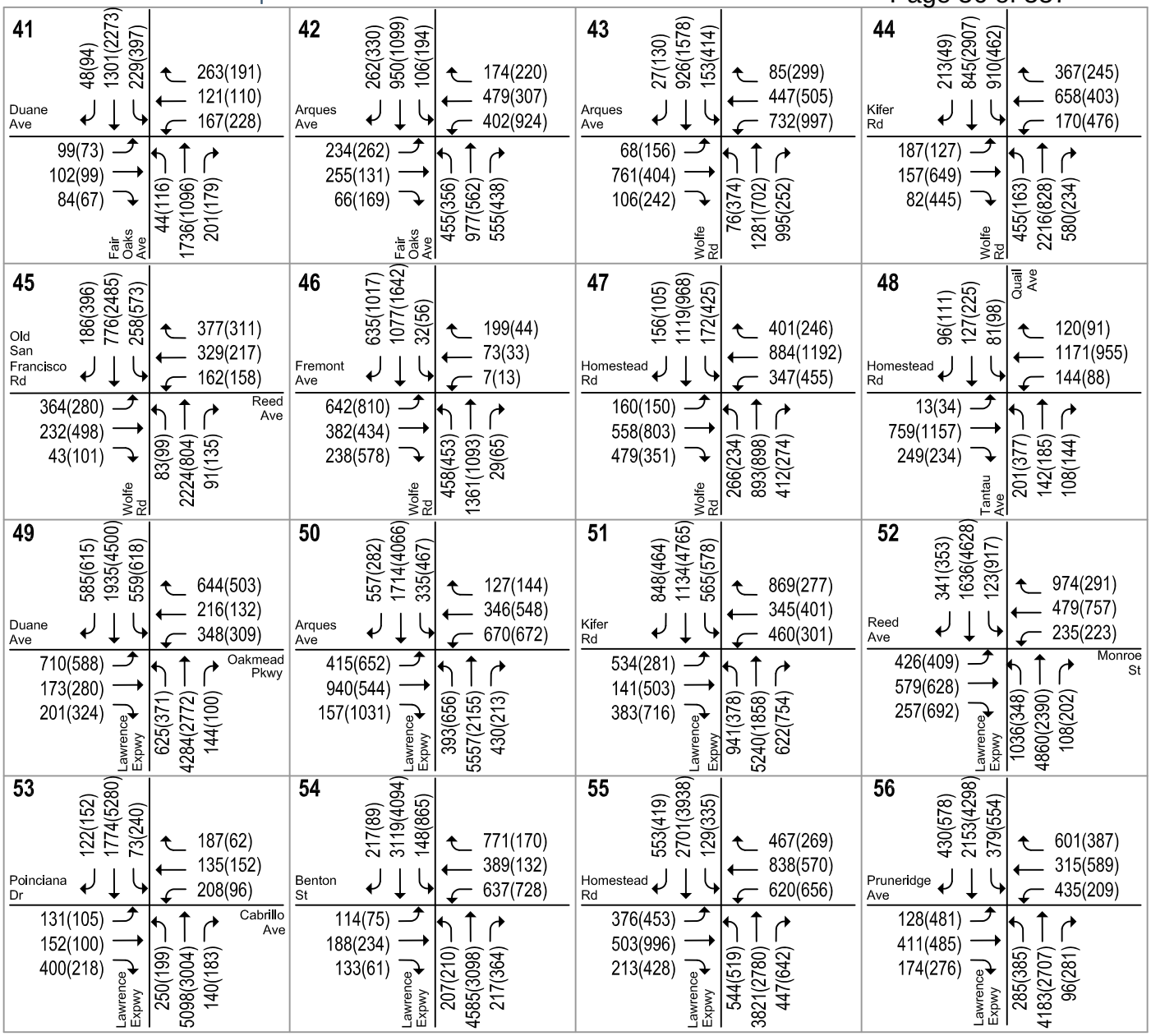
Figure 14
2035 Cumulative Traffic Volumes



LEGEND

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

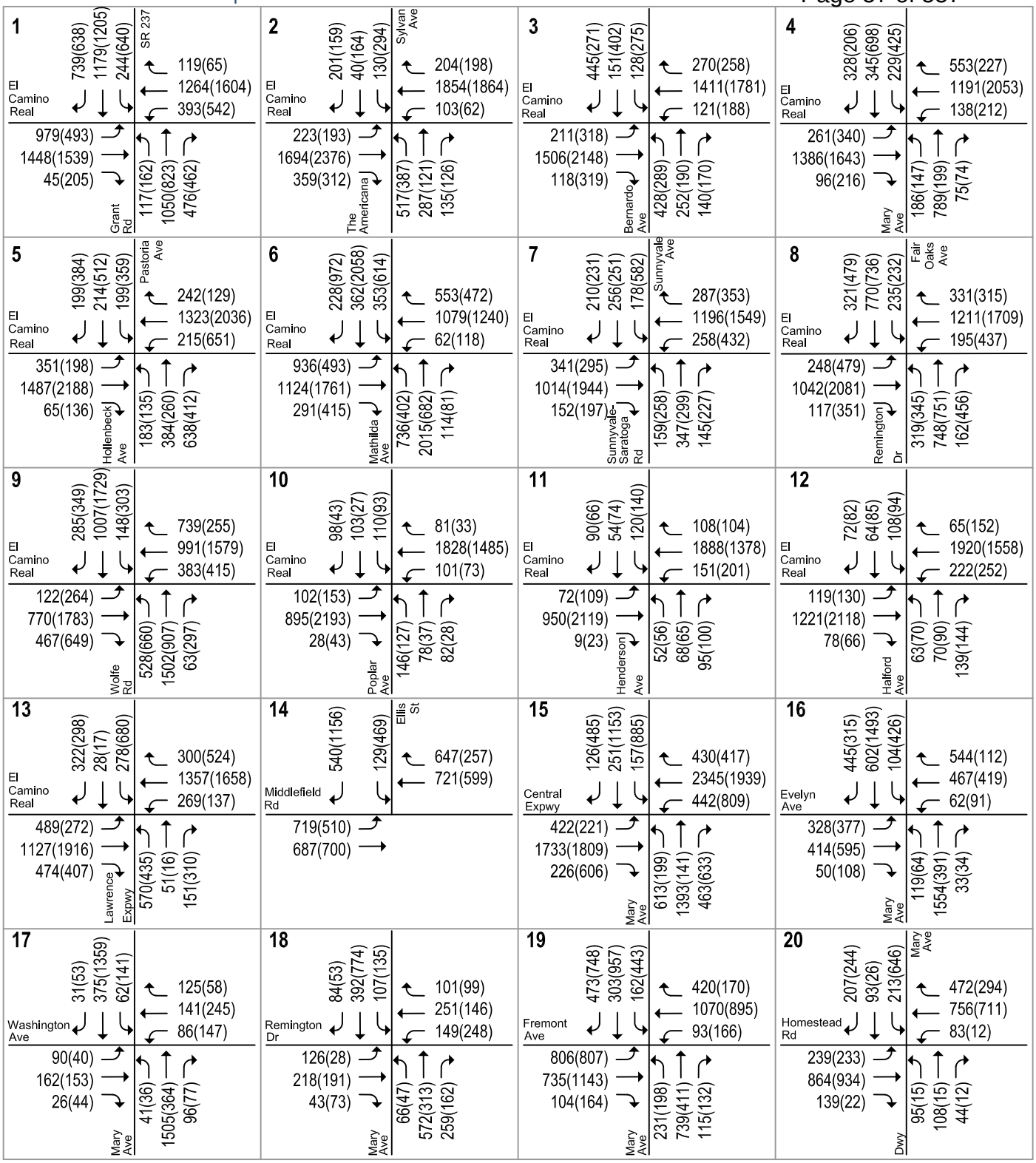
Figure 14
2035 Cumulative Traffic Volumes



LEGEND

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

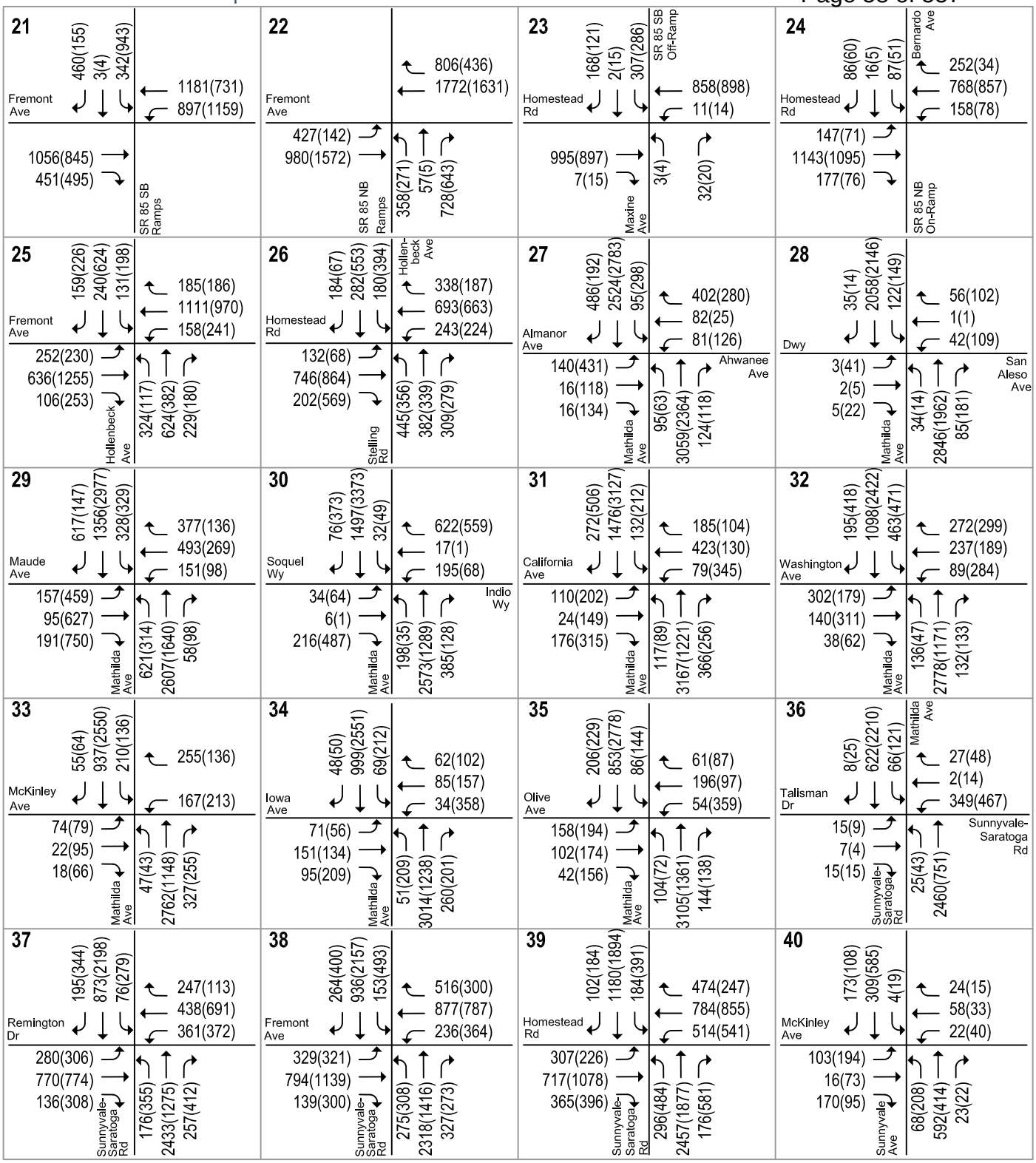
Figure 14
2035 Cumulative Traffic Volumes



LEGEND

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

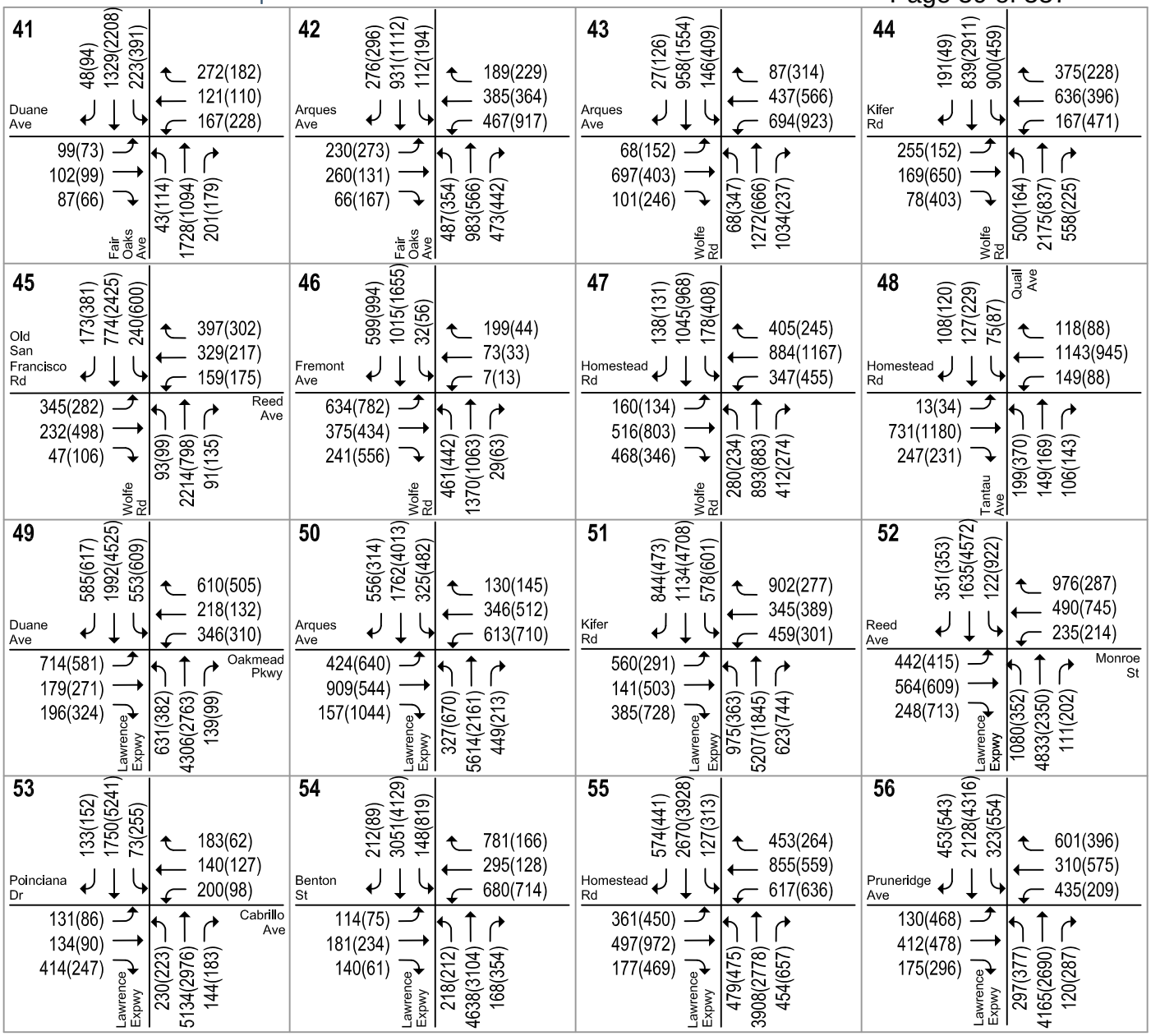
Figure 15
2035 Cumulative No ECRCSP Volumes



LEGEND

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

Figure 15
2035 Cumulative No ECRCSP Volumes



LEGEND

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

Figure 15
2035 Cumulative No ECRCSP Volumes

Intersection Lane Configurations

Intersection lane configurations under year 2035 cumulative conditions are shown on Figure 16. The following intersection improvements were assumed under the year 2035 cumulative conditions:

- As documented in the *Valley Transportation Plan 2040,* eastbound El Camino Real at the SR 237 intersection in the City of Mountain View is planned to be widened to include an exclusive right-turn lane. Both left-turn lanes at southbound SR 237 and the westbound right-turn lane on El Camino Real are all planned to be lengthened.

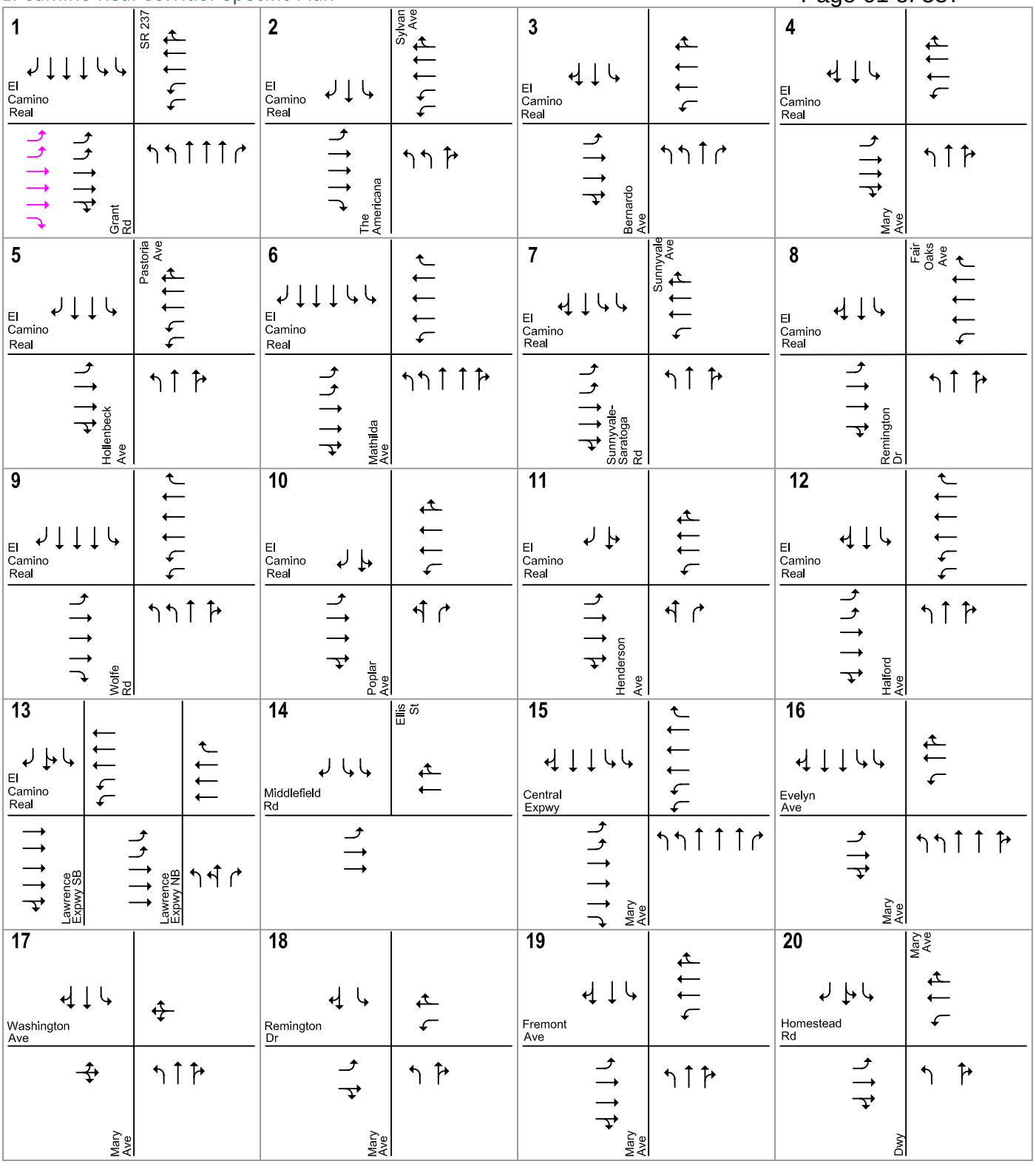
- The Indio Avenue approaches at Mathilda Avenue were restriped in September 2020 to include one left-turn lane and one shared through-right turn lane. This lane configuration is included under the year 2035 cumulative conditions since existing conditions represent 2017 and 2018 traffic volumes.

- As part of the approved Butcher's Corner project, the project will be providing the right-of-way necessary along the project frontage on Wolfe Road to allow south Wolfe Road to be widened to include a southbound right-turn lane at the intersection of Wolfe Road and Fremont Avenue.

- As documented in the City of Santa Clara *Multimodal Improvement Plan*, adopted by the City Council in September 2018, the City Place project will be fully responsible for implementing the following intersection improvements at the following study intersections within the City of Santa Clara:

    - Lawrence Expressway & Benton Street: Add a second southbound left-turn lane and a second eastbound left-turn lane.

    - Lawrence Expressway & Homestead Road: Add a third eastbound through lane and a third westbound through lane.

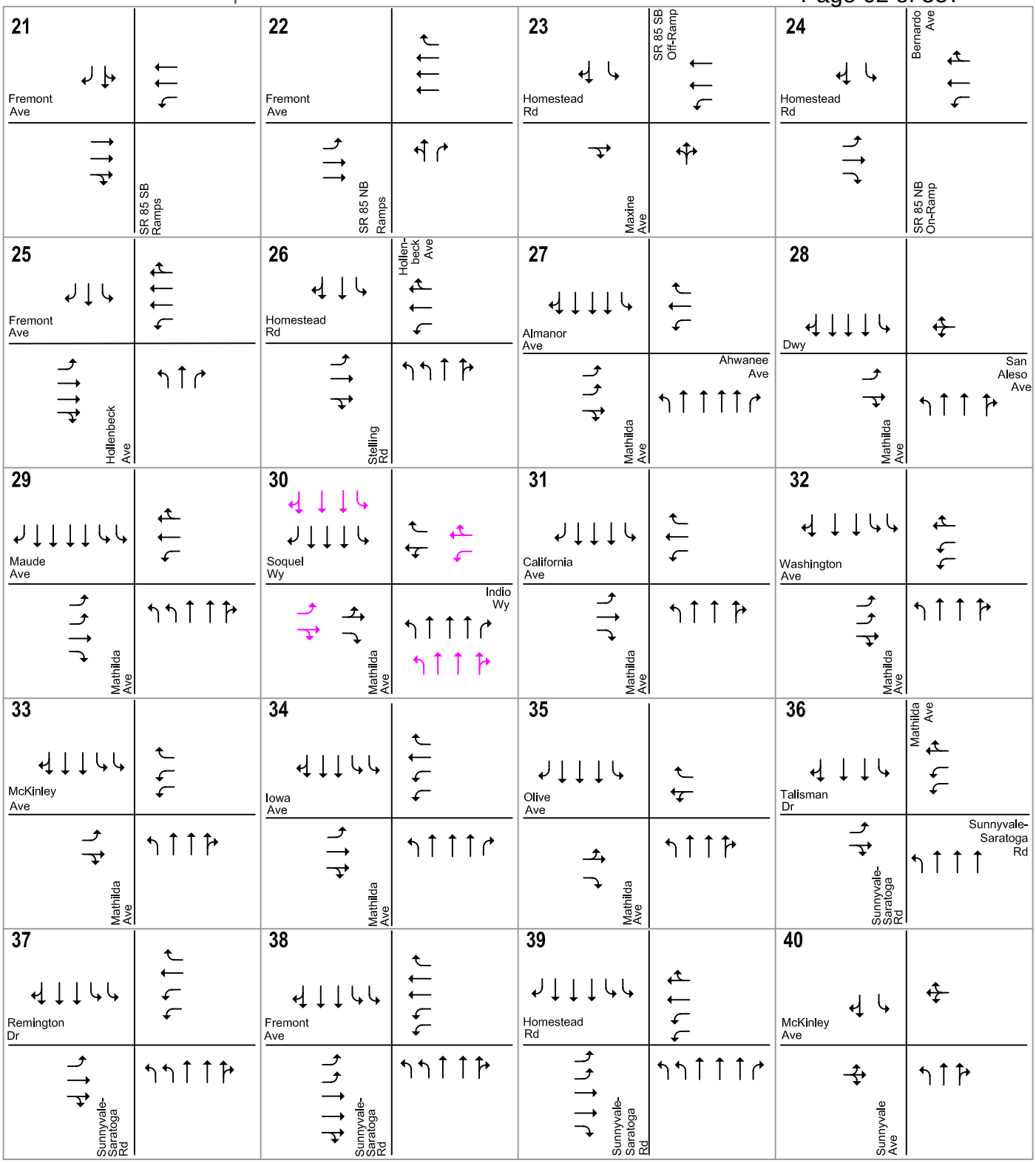


LEGEND

◇ = HOV Lane

→ = Improvement

Figure 16
Year 2035 Cumulative Lane Configurations

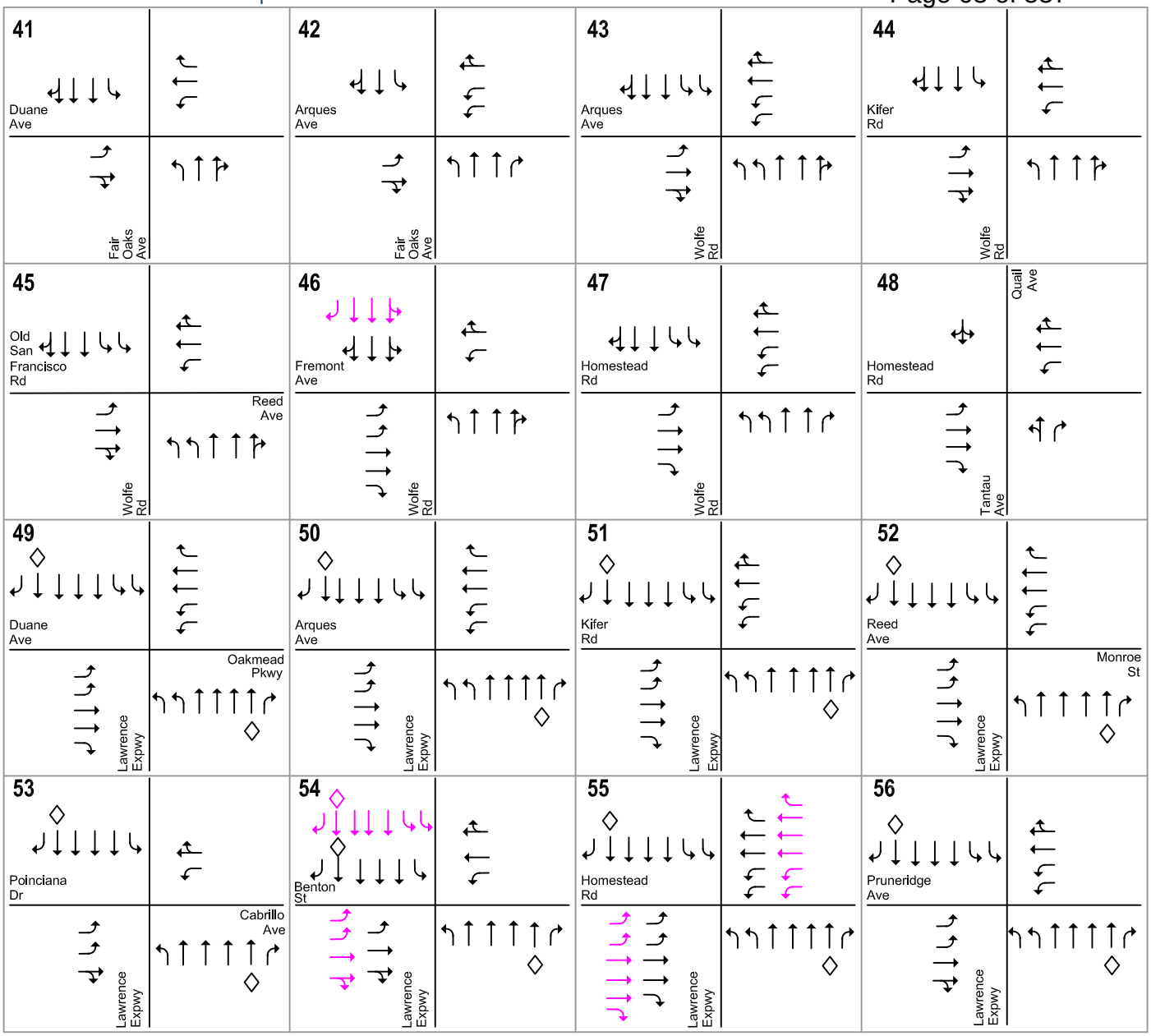


LEGEND

◇ = HOV Lane

→ = Improvement

Figure 16
Year 2035 Cumulative Lane Configurations



LEGEND

◇ = HOV Lane

→ = Improvement

Figure 16
Year 2035 Cumulative Lane Configurations

Definition of Intersection Impacts at Signalized Intersections

The ECRCSP is said to create an adverse impact on traffic conditions at a signalized intersection if for the study peak hour:

1. The level of service at the intersection drops below its respective level of service standard when project traffic is added; or
2. An intersection that operates below its level of service standard under no project conditions experiences an increase in critical-movement delay of four (4) or more seconds, *and* the critical volume-to-capacity ratio (v/c) is increased by 0.01 or more when project traffic is added.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical V/C value by 0.01 or more.

An impact by the City of Sunnyvale, City of Santa Clara, City of Mountain View, County of Santa Clara, Caltrans, and CMP standards is said to be satisfactorily addressed when measures are implemented that would restore intersection conditions to its LOS standard *or* to an average delay equal to without-project conditions or better.

Intersection Levels of Service Under Year 2035 Cumulative Conditions

As shown on Table 8 and Figure 17, comparing the intersection level of service results for the study intersections between the year 2035 cumulative conditions and Cumulative no ECRCSP conditions show that the proposed ECRCSP would generate intersection impacts at the following intersections:

City of Sunnyvale Intersections:
- Mary Avenue & Fremont Avenue (#19) – AM & PM Peak Hours
- Fair Oaks Avenue & Arques Avenue (#42) – AM Peak Hour
- Wolfe Road & Arques Avenue (#43) – AM & PM Peak Hours
- Wolfe Road & Kifer Road (#44) – PM Peak Hour
- Wolfe Road & Reed Avenue (#45) – PM Peak Hour

City of Mountain View Intersections:
- Ellis Street & Middlefield Road (#14) – PM Peak Hour

County of Santa Clara Intersections:
- Mary Avenue & Central Expressway (#15) – PM Peak Hour
- Lawrence Expressway & Arques Avenue (#50) – AM Peak Hour
- Lawrence Expressway & Benton Street (#54) – PM Peak Hour
- Lawrence Expressway & Homestead Road (#55) – PM Peak Hour
- Lawrence Expressway & Pruneridge Avenue (#56) – AM Peak Hour

Caltrans Intersections:
- Pastoria Avenue & El Camino Real (#5) – PM Peak Hour
- Mathilda Avenue & El Camino Real (#6) – AM Peak Hour
- Sunnyvale Avenue & El Camino Real (#7) – PM Peak Hour
- Fair Oaks Avenue & El Camino Real (#8) – PM Peak Hour
- Wolfe Road & El Camino Real (#9) – PM Peak Hour
- SR 85 Southbound Ramps & Fremont Avenue (#21) – PM Peak Hour

Table 8
Year 2035 Cumulative Conditions Levels of Service

#	Intersection	Peak Hour	LOS Std.	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	In Crit. Delay (sec)	Incr. In Crit. V/C
1	SR 237 & El Camino Real (MV*)	AM	E	**83.5**	**F**	**84.2**	**F**	**1.7**	**0.005**
		PM		74.1	E	74.9	E	2.4	0.008
2	Sylvan Avenue & El Camino Real (MV)	AM	D	41.5	D	41.7	D	0.3	0.005
		PM		43.1	D	43.8	D	1.6	0.016
3	Bernardo Avenue & El Camino Real (+)	AM	E	50.7	D	51.9	D-	1.5	0.016
		PM		53.5	D-	56.1	E+	2.8	0.023
4	Mary Avenue & El Camino Real (*)	AM	E	52.4	D-	58.2	E+	10.5	0.055
		PM		64.7	E	79.2	E-	26.3	0.071
5	Pastoria Avenue & El Camino Real (+)	AM	E	69.4	E	72.3	E	6.2	0.018
		PM		**94.0**	**F**	**110.3**	**F**	**23.0**	**0.054**
6	Mathilda Avenue & El Camino Real (*)	AM	E	**84.3**	**F**	**97.7**	**F**	**33.1**	**0.083**
		PM		71.3	E	76.2	E-	-2.4	-0.009
7	Sunnyvale Avenue & El Camino Real (+)	AM	E	44.7	D	46.2	D	5.5	0.038
		PM		72.7	E	**85.1**	**F**	**19.0**	**0.053**
8	Fair Oaks Avenue & El Camino Real (*)	AM	E	55.9	E+	60.9	E	4.9	0.026
		PM		**>120**	**F**	**>120**	**F**	**21.6**	**0.048**
9	Wolfe Road & El Camino Real (*)	AM	E	66.8	E	65.6	E	-4.0	-0.020
		PM		76.3	E-	**85.5**	**F**	**10.0**	**0.026**
10	Poplar Avenue & El Camino Real (+)	AM	E	22.5	C+	22.7	C+	0.3	0.000
		PM		17.4	B	18.2	B-	0.8	0.007
11	Henderson Avenue & El Camino Real (+)	AM	E	19.6	B-	19.6	B-	0.0	-0.002
		PM		22.6	C+	22.7	C+	0.2	0.003
12	Halford Avenue & El Camino Real (SC)	AM	D	25.5	C	26.5	C	1.2	0.012
		PM		45.7	D	45.4	D	-0.3	0.001
13	Lawrence Expressway Ramps & El Camino Real (SC*)	AM	E	40.1	D	40.4	D	0.3	0.007
		PM		34.7	C-	34.1	C-	-1.1	-0.008
14	Ellis Street & Middlefield Road (MV)	AM	D	**88.2**	**F**	**88.9**	**F**	**1.5**	**0.003**
		PM		**82.1**	**F**	**91.8**	**F**	**12.0**	**0.047**
15	Mary Avenue & Central Expressway (County*)	AM	E	**93.5**	**F**	**94.5**	**F**	**-0.5**	**-0.023**
		PM		**99.4**	**F**	**101.5**	**F**	**5.1**	**0.011**
16	Mary Avenue & Evelyn Avenue	AM	D	49.4	D	49.1	D	-0.3	-0.002
		PM		47.6	D	48.2	D	0.8	0.021
17	Mary Avenue & Washington Avenue	AM	D	20.9	C+	21.6	C+	0.9	0.008
		PM		23.4	C	24.0	C	0.9	0.018
18	Mary Avenue & Remington Drive	AM	D	44.4	D	44.9	D	1.0	0.007
		PM		47.6	D	49.3	D	2.8	0.010
19	Mary Avenue & Fremont Avenue	AM	D	**>120**	**F**	**>120**	**F**	**7.6**	**0.018**
		PM		**>120**	**F**	**>120**	**F**	**14.2**	**0.032**

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BOLD and boxed indicates an adverse cumulative impact

Table 8 (continued)
Year 2035 Cumulative Conditions Levels of Service

#	Intersection	Peak Hour	LOS Std.	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	In Crit. Delay (sec)	Incr. In Crit. V/C
20	Mary Avenue & Homestead Road	AM	D	37.5	D+	36.8	D+	-1.7	-0.009
		PM		39.2	D	39.9	D	1.2	0.022
21	SR 85 SB Ramps & Fremont Avenue	AM	D	**87.6**	**F**	**89.0**	**F**	**1.1**	**0.002**
		PM		**>120**	**F**	**>120**	**F**	**13.7**	**0.031**
22	SR 85 NB Ramps & Fremont Avenue	AM	D	**63.6**	**E**	**55.1**	**E+**	**-11.8**	**-0.033**
		PM		**77.9**	**E-**	**72.7**	**E**	**-4.1**	**-0.011**
23	SR 85 SB Ramps & Homestead Road	AM	D	32.6	C-	31.9	C	-0.6	-0.002
		PM		37.3	D+	37.6	D+	-0.2	-0.004
24	SR 85 NB Ramps & Homestead Road	AM	D	22.5	C+	24.4	C	3.8	0.023
		PM		14.2	B	14.5	B	-0.2	-0.009
25	Hollenbeck Avenue & Fremont Avenue	AM	D	49.3	D	49.7	D	0.4	0.012
		PM		52.1	D-	51.9	D-	-0.8	-0.005
26	Hollenbeck Avenue & Homestead Road	AM	D	45.0	D	45.8	D	0.1	0.004
		PM		**67.0**	**E**	**68.5**	**E**	**2.8**	**0.008**
27	Mathilda Avenue & Almanor Avenue (+)	AM	E	33.9	C-	33.8	C-	0.0	-0.001
		PM		38.3	D+	37.6	D+	-1.9	-0.016
28	Mathilda Avenue & San Aleso Avenue (+)	AM	E	12.2	B	12.2	B	0.0	0.005
		PM		20.3	C+	19.9	B-	-0.7	0.001
29	Mathilda Avenue & Maude Avenue (*)	AM	E	55.4	E+	55.5	E+	0.1	0.004
		PM		58.1	E+	58.3	E+	2.1	0.012
30	Mathilda Avenue & Indio Way (+)	AM	E	63.2	E	66.1	E	3.8	0.010
		PM		**84.5**	**F**	**84.2**	**F**	**-0.4**	**-0.001**
31	Mathilda Avenue & California Avenue (+)	AM	E	65.9	E	68.4	E	3.5	0.007
		PM		54.8	D-	59.1	E+	7.0	0.023
32	Mathilda Avenue & Washington Avenue (+)	AM	E	**98.8**	**F**	**97.6**	**F**	**-1.6**	**-0.004**
		PM		54.6	D-	54.7	D-	-1.1	-0.006
33	Mathilda Avenue & McKinley Avenue (+)	AM	E	29.1	C	30.9	C	2.4	0.019
		PM		26.3	C	25.4	C	-1.4	-0.013
34	Mathilda Avenue & Iowa Avenue (+)	AM	E	20.2	C+	21.1	C+	-1.4	0.023
		PM		43.8	D	44.7	D	1.5	0.004
35	Mathilda Avenue & Olive Avenue (+)	AM	E	27.9	C	31.6	C	4.4	0.034
		PM		34.1	C-	35.5	D+	2.5	0.012
36	Mathilda Avenue & Sunnyvale-Saratoga Road (+)	AM	E	27.3	C	28.9	C	1.8	0.012
		PM		30.6	C	31.9	C	1.2	0.007
37	Sunnyvale-Saratoga Road & Remington Drive (*)	AM	E	63.7	E	71.0	E	15.3	0.054
		PM		**108.7**	**F**	**106.0**	**F**	**-5.2**	**-0.012**
38	Sunnyvale-Saratoga Road & Fremont Avenue (*)	AM	E	58.7	E+	59.0	E+	0.5	-0.003
		PM		68.3	E	69.2	E	0.6	0.002
39	Sunnyvale-Saratoga Road & Homestead Road (CU*)	AM	E	61.9	E	63.4	E	2.3	0.008
		PM		60.5	E	60.6	E	-1.5	-0.005
40	Sunnyvale Avenue & McKinley Avenue	AM	D	16.6	B	16.7	B	0.2	0.009
		PM		27.1	C	28.1	C	1.3	0.016

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Table 8 (continued)
Year 2035 Cumulative Conditions Levels of Service

#	Intersection	Peak Hour	LOS Std.	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	Cumulative Conditions In Crit. Delay (sec)	Cumulative Conditions Incr. In Crit. V/C
41	Fair Oaks Avenue & Duane Avenue	AM	D	39.9	D	40.5	D	0.7	0.004
		PM		38.1	D+	38.4	D+	0.6	0.005
42	Fair Oaks Avenue & Arques Avenue	AM	D	**91.4**	**F**	**97.1**	**F**	**12.8**	**0.032**
		PM		**112.2**	**F**	**109.7**	**F**	**-10.0**	**-0.020**
43	Wolfe Road & Arques Avenue	AM	D	**86.4**	**F**	**90.6**	**F**	**5.5**	**0.012**
		PM		**66.6**	**E**	**72.6**	**E**	**9.0**	**0.039**
44	Wolfe Road & Kifer Road	AM	D	**>120**	**F**	**>120**	**F**	**-9.7**	**-0.020**
		PM		**>120**	**F**	**>120**	**F**	**6.1**	**0.013**
45	Wolfe Road & Reed Avenue	AM	D	**64.7**	**E**	**66.3**	**E**	**2.3**	**0.007**
		PM		54.8	D-	**56.2**	**E+**	**3.2**	**0.018**
46	Wolfe Road & Fremont Avenue	AM	D	**55.4**	**E+**	**56.0**	**E+**	**0.7**	**0.013**
		PM		**59.5**	**E+**	**60.7**	**E**	**3.0**	**0.024**
47	Wolfe Road & Homestead Road	AM	D	40.5	D	40.5	D	0.5	0.012
		PM		43.4	D	45.9	D	5.1	0.028
48	Tantau Avenue & Homestead Road	AM	D	37.3	D+	36.9	D+	-0.2	0.002
		PM		**67.4**	**E**	**70.3**	**E**	**2.1**	**0.007**
49	Lawrence Expressway & Oakmead Parkway (County)	AM	E	**>120**	**F**	**>120**	**F**	**2.3**	**0.016**
		PM		**>120**	**F**	**>120**	**F**	**-3.9**	**-0.005**
50	Lawrence Expressway & Arques Avenue (County*)	AM	E	**>120**	**F**	**>120**	**F**	**9.9**	**0.022**
		PM		**>120**	**F**	**>120**	**F**	**-4.3**	**-0.014**
51	Lawrence Expressway & Kifer Road (County)	AM	E	**>120**	**F**	**>120**	**F**	**-12.8**	**-0.024**
		PM		**>120**	**F**	**>120**	**F**	**6.3**	**0.001**
52	Lawrence Expressway & Monroe Street (County*)	AM	E	**>120**	**F**	**>120**	**F**	**-58.6**	**-0.034**
		PM		**>120**	**F**	**>120**	**F**	**3.0**	**0.006**
53	Lawrence Expressway & Cabrillo Avenue (County)	AM	E	**>120**	**F**	**>120**	**F**	**-1.3**	**0.001**
		PM		**>120**	**F**	**>120**	**F**	**-2.9**	**-0.021**
54	Lawrence Expressway & Benton Street (County)	AM	E	**>120**	**F**	**>120**	**F**	**-19.1**	**-0.035**
		PM		**>120**	**F**	**>120**	**F**	**15.0**	**0.023**
55	Lawrence Expressway & Homestead Road (County*)	AM	E	**>120**	**F**	**>120**	**F**	**-8.4**	**-0.011**
		PM		**117.5**	**F**	**>120**	**F**	**11.2**	**0.028**
56	Lawrence Expressway & Pruneridge Avenue (County)	AM	E	**>120**	**F**	**>120**	**F**	**9.5**	**0.037**
		PM		**>120**	**F**	**>120**	**F**	**4.4**	**0.006**

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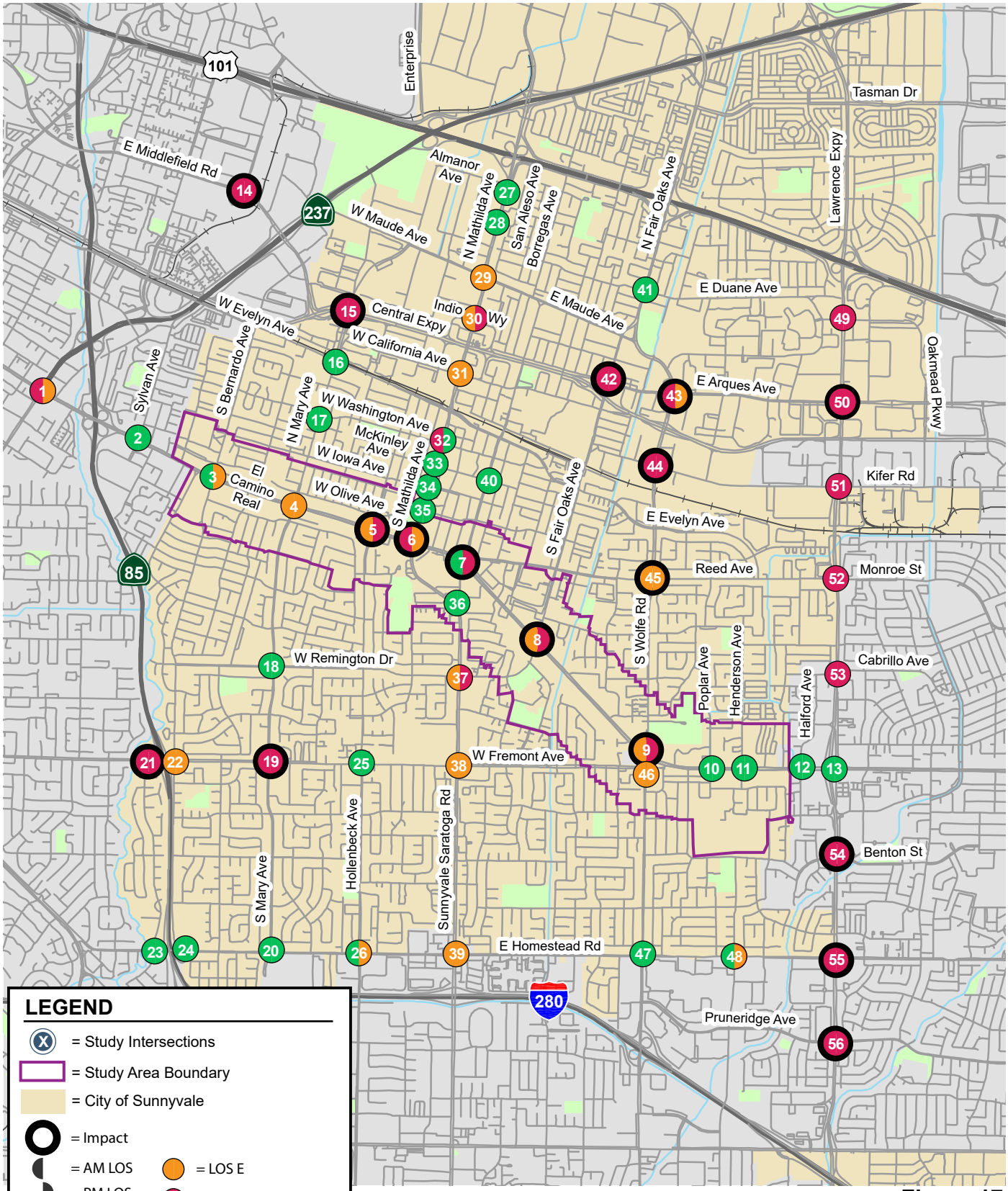

Figure 17
Year 2035 Cumulative Conditions Intersection Levels of Service Summary

The ECRCSP shall require projects within the plan area to contribute to the TIF. In addition, projects within the plan area shall also be required to make a fair share contribution toward the cost of all identified improvements.

Most of the intersections impacted by the ECRCSP have been identified with impacts under the *City of Sunnyvale Land Use and Transportation (LUTE) Element Final Environmental Impact Report.* The following intersections impacted by the ECRCSP were not identified with an intersection impact under the LUTE:

- Pastoria Avenue & El Camino Real
- Sunnyvale Avenue & El Camino Real
- Wolfe Road & El Camino Real
- Ellis Street & Middlefield Road
- Wolfe Road & Arques Avenue
- Wolfe Road & Kifer Road
- Wolfe Road & Reed Avenue

Potential improvement strategies are discussed below.

Potential Improvements Strategies for Intersection Impacts

Improvement options were studied for each intersection experiencing impacts under the year 2035 cumulative conditions when compared to cumulative no ECRCSP conditions. An intersection impact can be satisfactorily addressed by implementing measures that would restore intersection conditions to Cumulative no ECRCSP conditions. The LOS results under the improved year 2035 cumulative conditions are summarized in Table 9.

Table 9
Intersection Impact Improvements Summary

#	Intersection	Peak Hour	LOS Std.	Cumulative no ECRCSP Avg. Delay (sec)	Cumulative no ECRCSP LOS	Cumulative Conditions Avg. Delay (sec)	Cumulative Conditions LOS	Cumulative Conditions In Crit. Delay (sec)	Cumulative Conditions Incr. In Crit. V/C	Cumulative Improved Avg. Delay (sec)	Cumulative Improved LOS	Cumulative Improved In Crit. Delay (sec)	Cumulative Improved Incr. In Crit. V/C
5	Pastoria Avenue & El Camino Real (+)	AM	E	69.4	E	72.3	E	6.2	0.018	62.0	E	-12.5	-0.038
		PM		**94.0**	**F**	**110.3**	**F**	**23.0**	**0.054**	**85.5**	**F**	**-22.3**	**-0.052**
6	Mathilda Avenue & El Camino Real (*)	AM	E	**84.3**	**F**	**97.7**	**F**	**33.1**	**0.083**	77.4	E-	-6.2	-0.018
		PM		71.3	E	76.2	E-	-2.4	-0.009	76.6	E-	16.7	0.046
7	Sunnyvale Avenue & El Camino Real (+)	AM	E	44.7	D	46.2	D	5.5	0.038	44.0	D	1.5	0.013
		PM		72.7	E	**85.1**	**F**	**19.0**	**0.053**	60.6	E	-23.3	-0.080
8	Fair Oaks Avenue & El Camino Real (*)	AM	E	55.9	E+	60.9	E	4.9	0.026	52.4	D-	-7.3	-0.050
		PM		**>120**	**F**	**>120**	**F**	**21.6**	**0.048**	**>120**	**F**	**-38.8**	**-0.087**
9	Wolfe Road & El Camino Real (*)	AM	E	66.8	E	65.6	E	-4.0	-0.020	50.2	D	-25.0	-0.120
		PM		76.3	E-	**85.5**	**F**	**10.0**	**0.026**	71.0	E	3.5	0.031
14	Ellis Street & Middlefield Road (MV)	AM	D	**88.2**	**F**	**88.9**	**F**	**1.5**	**0.003**	42.1	D	-60.5	-0.200
		PM		**82.1**	**F**	**91.8**	**F**	**12.0**	**0.047**	**69.2**	**E**	**-21.0**	**-0.108**
15	Mary Avenue & Central Expressway (County*)	AM	E	**93.5**	**F**	**94.5**	**F**	**-0.5**	**-0.023**	**85.4**	**F**	**-0.5**	**-0.023**
		PM		**99.4**	**F**	**101.5**	**F**	**5.1**	**0.011**	**95.2**	**F**	**-10.9**	**-0.074**
19	Mary Avenue & Fremont Avenue	AM	D	**>120**	**F**	**>120**	**F**	**7.6**	**0.018**	No Feasible Improvement			
		PM		**>120**	**F**	**>120**	**F**	**14.2**	**0.032**				
21	SR 85 SB Ramps & Fremont Avenue	AM	D	**87.6**	**F**	**89.0**	**F**	**1.1**	**0.002**	**63.3**	**E**	**0.3**	**-0.011**
		PM		**>120**	**F**	**>120**	**F**	**13.7**	**0.031**	**>120**	**F**	**-124.4**	**-0.280**
42	Fair Oaks Avenue & Arques Avenue	AM	D	**91.4**	**F**	**97.1**	**F**	**12.8**	**0.032**	**68.5**	**E**	**-33.9**	**-0.090**
		PM		**112.2**	**F**	**109.7**	**F**	**-10.0**	**-0.020**	**71.8**	**E**	**-50.8**	**-0.127**
43	Wolfe Road & Arques Avenue	AM	D	**86.4**	**F**	**90.6**	**F**	**5.5**	**0.012**	No Feasible Improvement			
		PM		**66.6**	**E**	**72.6**	**E**	**9.0**	**0.039**				
44	Wolfe Road & Kifer Road	AM	D	**>120**	**F**	**>120**	**F**	**-9.7**	**-0.020**	**>120**	**F**	**-145.6**	**-0.321**
		PM		**>120**	**F**	**>120**	**F**	**6.1**	**0.013**	**91.5**	**F**	**-72.0**	**-0.162**
45	Wolfe Road & Reed Avenue	AM	D	**64.7**	**E**	**66.3**	**E**	**2.3**	**0.007**	**59.1**	**E+**	**-9.8**	**-0.038**
		PM		54.8	D-	**56.2**	**E+**	**3.2**	**0.018**	47.8	D	-11.8	-0.050
50	Lawrence Expressway & Arques Avenue (County*)	AM	E	**>120**	**F**	**>120**	**F**	**9.9**	**0.022**	Potential Future Interchange			
		PM		**>120**	**F**	**>120**	**F**	**-4.3**	**-0.014**				
54	Lawrence Expressway & Benton Street (County)	AM	E	**>120**	**F**	**>120**	**F**	**-19.1**	**-0.035**	Potential Future Interchange			
		PM		**>120**	**F**	**>120**	**F**	**15.0**	**0.023**				
55	Lawrence Expressway & Homestead Road (County*)	AM	E	**>120**	**F**	**>120**	**F**	**-8.4**	**-0.011**	Potential Future Interchange			
		PM		**117.5**	**F**	**>120**	**F**	**11.2**	**0.028**				
56	Lawrence Expressway & Pruneridge Avenue (County)	AM	E	**>120**	**F**	**>120**	**F**	**9.5**	**0.037**	Potential Future Interchange			
		PM		**>120**	**F**	**>120**	**F**	**4.4**	**0.006**				

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Pastoria Avenue & El Camino Real (#5)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet City of Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Potential improvement would require restriping the southbound approach to include 2 left-turn lanes, one through lane and one right-turn lane. This improvement would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is outside of City of Sunnyvale jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Mathilda Avenue & El Camino Real (#6) [CMP]

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the AM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet VTA's CMP adverse intersection impact criteria.

> **Potential Improvement:** Potential improvement would require a third left-turn lane for the eastbound approach. This improvement would require signal modification and new vehicle detection, restriping, and removal of the raised median on the eastbound approach, including relocation of several median streetlights and utilities (e.g. electrical boxes and inlet). No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would operate at an acceptable LOS E- under cumulative conditions during the AM peak hour. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is in Caltrans' jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Sunnyvale Avenue & El Camino Real (#7)

Under Cumulative no ECRCSP conditions, the LOS would be an acceptable LOS E during the PM peak hour. With the addition of ECRCSP traffic, the intersection operations would deteriorate to an unacceptable LOS F, which would meet Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Potential improvement would require reconfiguring the westbound approach to include a second left-turn lane. This improvement could potentially be accommodated within the existing right-of-way and would not increase the pedestrian and bicycle exposure time to traffic at the intersection.

With the proposed improvement, the intersection would operate at an acceptable LOS E under cumulative conditions during the PM peak hour. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is in Caltrans' jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Fair Oaks Avenue & El Camino Real (#8) [CMP]

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet VTA's CMP adverse intersection impact criteria.

> **Potential Improvement:** The improvement identified at this intersection is to widen eastbound and reconfigure westbound El Camino Real to include a second left-turn lane. The improvement would require widening both approaches by 11 feet. The east-west through lanes would also require re-alignment. The widened approach would increase traffic exposure time for pedestrians by 3 to 4 seconds and 1 to 2 seconds for bicyclists. This improvement would require obtaining additional right-of-way.

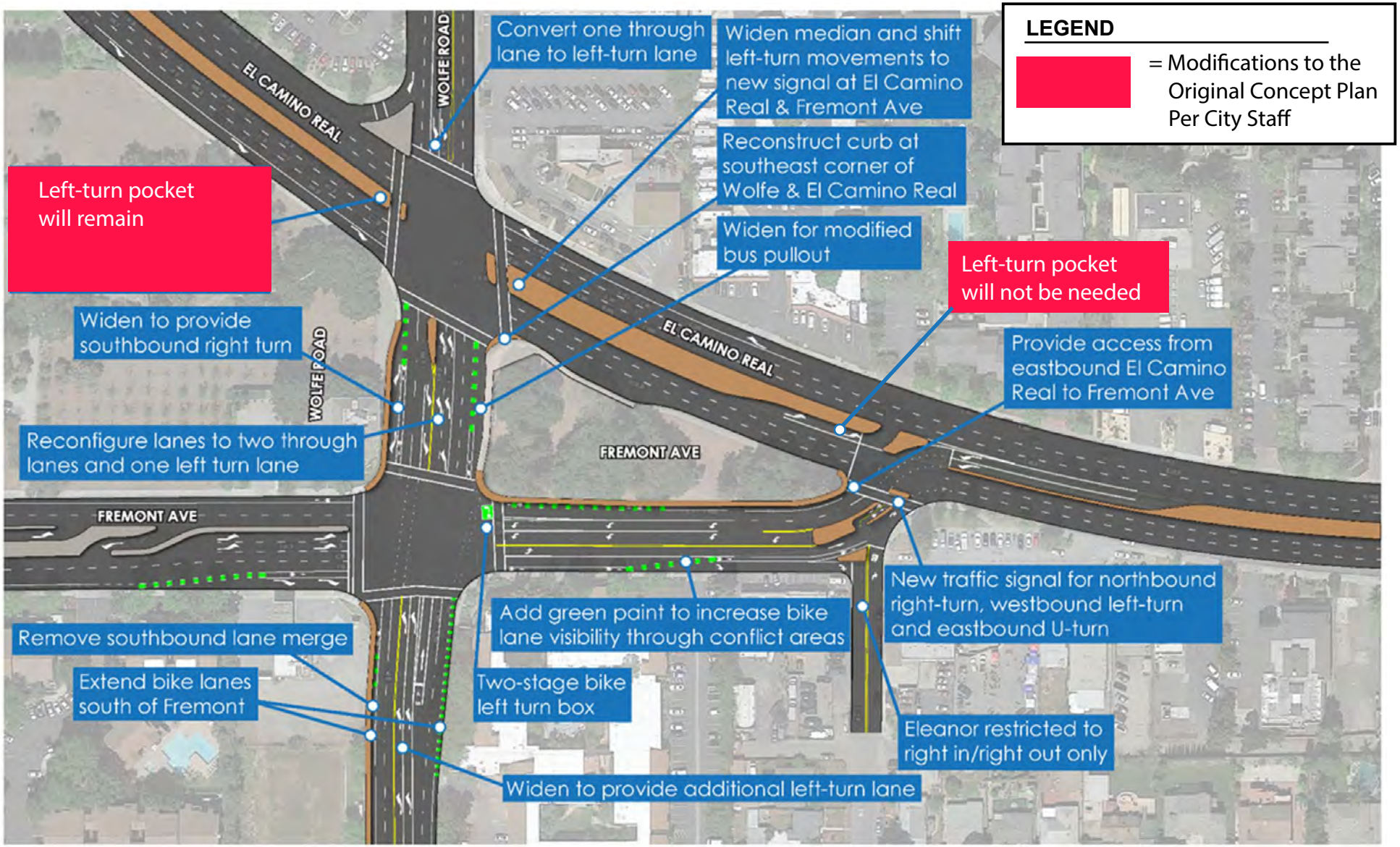
With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement.

Wolfe Road & El Camino Real (#9)

Under Cumulative no ECRCSP conditions, the LOS would be an acceptable LOS E during the PM peak hour. With the addition of ECRCSP traffic, the intersection operations would deteriorate to an unacceptable LOS F, which would meet VTA's CMP significance intersection impact criteria.

> **Potential Improvement:** The Sunnyvale City Council approved a concept on June 21, 2016 for a project to improve the Wolfe Road intersections with El Camino Real and with Fremont Avenue, as well as signalizing the intersection at Fremont Avenue and El Camino Real (see Figure 18). Right-of-way acquisition would be required. Bicycle improvements include the extension of bike lanes and installation of bike boxes, and they are detailed in the *Wolfe Road Corridor Traffic Improvement Study*, prepared by Kimley-Horn dated February. This improvement (Triangle – Refined Alternative 3) would require signal coordination between the two Wolfe Road intersections and the new signalized Fremont Avenue and El Camino Real intersection.

With the proposed improvement, the intersection would operate at an acceptable LOS E under cumulative conditions during the PM peak hour. Modification to this intersection will trigger modifications at the Wolfe Road and Fremont Avenue intersection and the Fremont Avenue and El Camino Real intersection as well. Therefore, the ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements at all three intersections.



SOURCE: Wolfe Road Corridor Traffic Improvement Study, February, 2016.

Figure 18
Potential Improvement at Wolfe Road and Fremont Avenue

Ellis Street & Middlefield Road (#14)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Mountain View's adverse intersection impact criteria.

> **Potential Improvement:** Potential improvement would require reconfiguring the eastbound approach to include a second left-turn lane. This improvement could potentially be accommodated within the existing right-of-way and would not increase the pedestrian and bicycle exposure time to traffic at the intersection.

With the proposed improvement, the intersection would operate at an unacceptable LOS E under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements. However, this intersection is in City of Mountain View jurisdiction, so the City cannot ensure the implementation of the potential improvement.

Mary Avenue & Central Expressway (#15) [CMP]

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet VTA's CMP adverse intersection impact criteria.

> **Potential Improvement:** The improvement identified at this intersection is to reconfigure westbound Central Expressway to include a third westbound left-turn lane. This improvement could potentially be accommodated within the existing right-of-way and would not increase the pedestrian and bicycle exposure time to traffic at the intersection.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement.

Mary Avenue & Fremont Avenue (#19)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during both the AM and PM peak hours. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Potential improvement would require reconfiguring the eastbound and westbound approaches with 2 left-turn lanes, 2 through lanes and 1 shared through-right lane. This improvement mitigation would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour under cumulative conditions, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. However, this improvement would conflict with the City's recommendations for a future road diet and Class IV bike lanes on Fremont Avenue as stated in the Active Transportation Plan. For this reason, the proposed potential improvement is considered infeasible. The ECRCSP shall require projects within the plan area to contribute their fair share towards the future road diet, Class IV bike lanes, fiberoptic communications,

and advanced signal improvements. These improvements would promote alternative modes of travel and improve vehicular flow along Fremont Avenue.

SR 85 Southbound Ramps & Fremont Avenue (#21)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Improvement would require reconfiguring the SR 85 off-ramp to include a left-turn lane, a shared left-through-right lane, and a right-turn lane. The eastbound leg would require restriping to include a bike box in advance of the stop-line to allow right-turn vehicles to bypass the through vehicles in the curb lane. The off-ramp would need to be reconfigured to the proposed three lanes approximately 370 feet back from the intersection. The length of the north sidewalk would not be lengthened, but the pedestrian refuge island would be removed. The off-ramp would also need to be realigned with the SR 85 southbound on-ramp. Reconfiguring the off-ramp could be accommodated within the existing right-of-way. Within the existing right-of-way, the required eastbound right-turn lane could be achieved via providing a bike box east of the stop-line to allow bicyclists to clear the right-turn area. The eastbound curb lane is 20 feet wide under existing conditions. With the bike box, right-turn vehicles would be able to bypass the through vehicles. The existing stop-line for the eastbound leg would need to be moved back by approximately 15 feet. This improvement is identified in the TIF.

With the proposed improvement, the intersection would remain operating at LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement. However, this intersection is in Caltrans' jurisdiction, so the City cannot ensure the implementation of the potential improvement. Future project applicants within the ECRCSP area shall coordinate with Caltrans on these improvements.

Fair Oaks Avenue & Arques Avenue (#42)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the AM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Improvement would require reconfiguring the eastbound and westbound approaches to include a separate right-turn lane. One eastbound receiving lane would need to be eliminated. This improvement can be accommodated within the existing right-of-way. However, the eastbound and westbound through movements would be offset with their receiving lanes and would require lane extensions to delineate the travel path for the eastbound and westbound through movements.

With the proposed improvement, the intersection would operate at LOS E under cumulative conditions during the AM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute their fair share towards the identified improvement.

Wolfe Road & Arques Avenue (#43)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the AM peak hour and an unacceptable LOS E during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Improvement would require restriping the northbound approach to include 2 left-turn lanes, 2 through lanes and 1 dedicated right-turn lane. The northbound bike lane would need to be moved to the west side of the proposed right-turn lane. The westbound approach would require restriping to include 2 left-turn lanes, 1 shared left-through lane and 1 shared through-right lane. Eastbound and westbound approaches would need to operate with split phasing. This improvement would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required. It should be noted that split phasing operates favorably to protected phasing only under certain circumstances. This improvement should be implemented only if cumulative volumes are realized.

With the proposed improvement, the intersection would operate at LOS E under cumulative conditions during both the AM and PM peak hours, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. However, this improvement would conflict with the City's recommendations in the Active Transportation Plan. For this reason, the proposed potential improvement is considered infeasible.

Wolfe Road & Kifer Road (#44)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** The improvement identified at this intersection is to widen the eastbound and westbound approaches and reconfigure the northbound and southbound approaches to include a second left-turn lane. Both legs of Kifer Road could require widening by up to 12 feet. The widened approaches would increase traffic exposure time for pedestrians by 3 to 5 seconds and 1 to 3 seconds for bicyclists crossing the intersection. Wolfe Road cannot be widened due to the future road diet and Class IV bike lanes as stated in the Active Transportation Plan. For this reason, the removal of the median would be required to reconfigure both legs of Wolfe Road. This improvement would require obtaining additional right-of-way.

With the proposed improvement, the intersection would remain operating at an unacceptable LOS F under cumulative conditions during the PM peak hour, but the intersection operations would improve in comparison to the Cumulative no ECRCSP conditions. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvement.

Wolfe Road & Reed Avenue (#45)

Under Cumulative no ECRCSP conditions, the LOS would be an acceptable LOS D during the PM peak hour. With the addition of ECRCSP traffic, the intersection operations would deteriorate to an unacceptable LOS E, which would meet Sunnyvale's adverse intersection impact criteria.

> **Potential Improvement:** Potential improvement would require restriping the westbound approach with 1 left-turn lane, 1 through lane, and 1 right-turn lane. This improvement mitigation would not increase the pedestrian and bicycle exposure time to traffic at the intersection. No right-of-way acquisitions would be required.

With the proposed improvement, the intersection would operate at an acceptable LOS D under cumulative conditions during the PM peak hour. The ECRCSP shall require projects within the plan area to contribute a fair share contribution towards the identified improvements.

Lawrence Expressway at Arques Avenue, Benton Street, at Homestead Road, and at Pruneridge Avenue (#50, 54, 55, 56)

Under Cumulative no ECRCSP conditions, the LOS would be an unacceptable LOS F during the PM peak hour at all three intersections. The addition of ECRCSP traffic would increase both the critical-movement delay and V/C ratio sufficient to meet the City of Santa Clara's adverse intersection impact criteria.

> **Potential Improvement:** The County of Santa Clara has identified a future project to provide a grade separation at all these intersections. These would significantly improve the north-south flow of traffic and potentially address the project's impacts.

The ECRCSP shall require projects within the plan area to contribute their fair share towards the cost of these grade separations. These intersections are under Santa Clara County's jurisdiction; therefore, it is up to the County to approve and advance the proposed improvement at the intersection. Future project applicants within the ECRCSP area shall coordinate with the County on these improvements.

Freeway Levels of Service

In analyzing the freeway segments, the Sunnyvale Travel Demand Forecast Model (STFM) was used to project the increase in traffic volumes between existing and the year 2035 cumulative conditions. VTA CMP guidelines require freeway levels of service to be calculated based on density. However, congested freeway speed (used to measure density) cannot be accurately modeled. For the purpose of this study, freeway levels of service under the year 2035 cumulative conditions are instead calculated based on volume to capacity (V/C) ratio. A freeway segment is assumed to operate at LOS F under the year 2035 cumulative conditions if,

- The freeway segment already operates at LOS F under existing conditions, or
- The STFM forecasts the freeway segment to operate at a V/C ratio above 1 under the year 2035 cumulative conditions.

ECRCSP Freeway Impact Analysis

VTA CMP guidelines define that a project would cause a freeway impact if the project deteriorates freeway levels of service from an acceptable level to an unacceptable level, or if the freeway already operates at an unacceptable level under existing conditions, the project would add traffic exceeding 1% of the capacity. To determine the ECRCSP potential freeway impacts, a select zone analysis within the Sunnyvale Travel Demand Forecast Model was performed to estimate the increase in ECRCSP traffic volume between the Cumulative no ECRCSP and cumulative conditions. Freeway segments that would experience an adverse ECRCSP impact are shown on Figures 19 to 22 and are identified below:

Mixed Flow Lanes – AM Peak Hour

- SR 85, northbound from Central Expressway to Moffett Boulevard
- SR 237, eastbound from Fair Oaks Avenue to Lawrence Expressway
- SR 237, eastbound from Great America Parkway to First Street

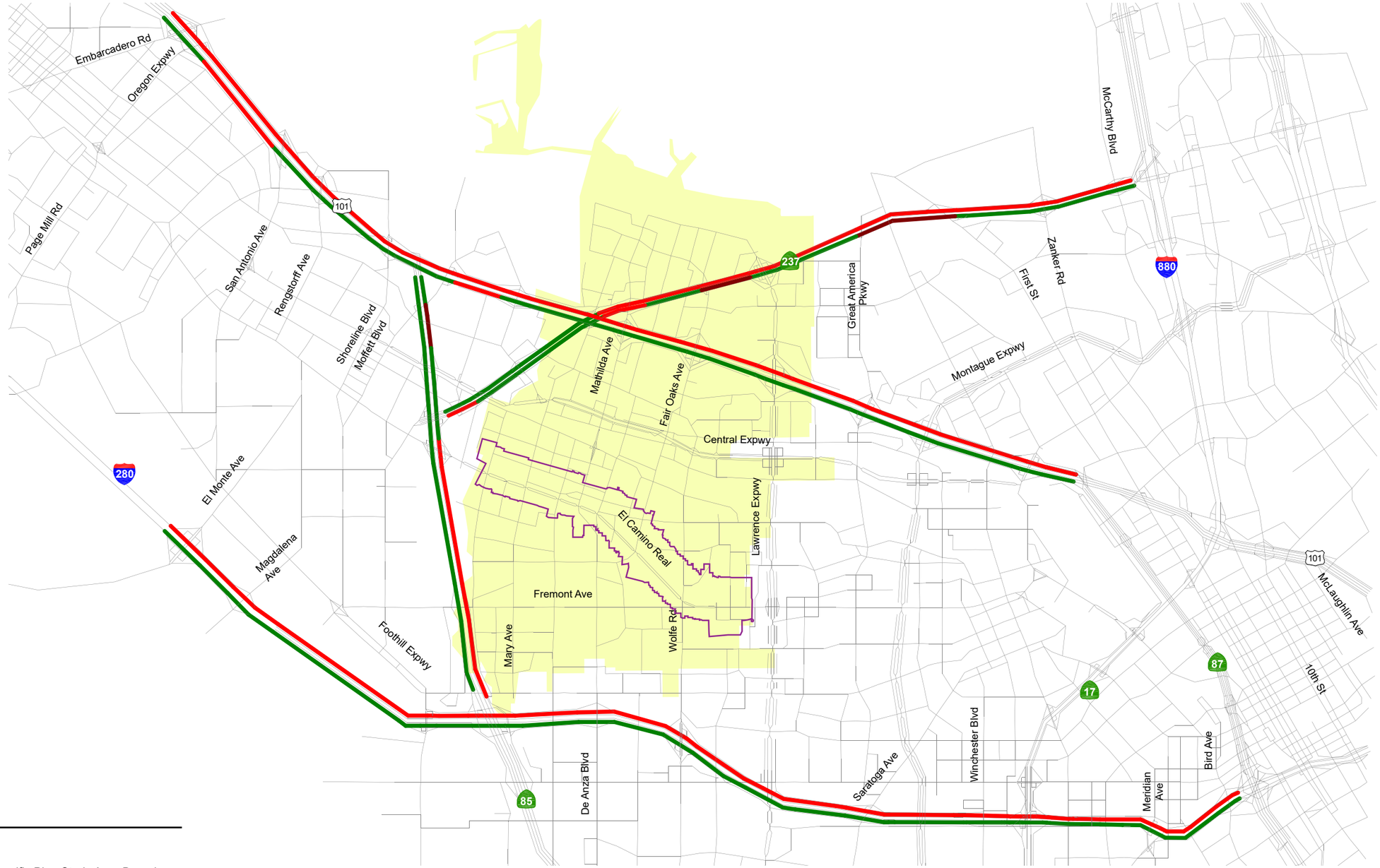
Mixed-Flow Lanes – PM Peak Hour

- SR 237, westbound from Zanker Road to Lawrence Expressway

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along SR 237 between N. First Street and SR 85, and along all of SR 85. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. On SR 85 along the identified segments, a second express lane is proposed to be implemented for a total of two express lanes in each direction.

On SR 237, the existing HOV lanes would be operating over capacity under the year 2035 cumulative conditions. Converting the HOV lanes to express lanes would not address the project impact. On SR 85, converting the existing HOV lane to an express lane and adding an express lane in each direction would increase the capacity of the freeway and would fully address the freeway impacts. The ECRCSP shall require future projects within the proposed plan area to participate in VTA's Volunteer Freeway Contribution Program and contribute their fair-share to fund improvements along SR 85, which is not part of the TIF.

However, capacity improvements on freeways are beyond the capabilities of the City of Sunnyvale. Furthermore, freeways are under Caltrans jurisdiction. It should be noted that all of these freeways have been identified with impacts under the *City of Sunnyvale Land Use and Transportation (LUTE) Element Final Environmental Impact Report*, dated January 2017.

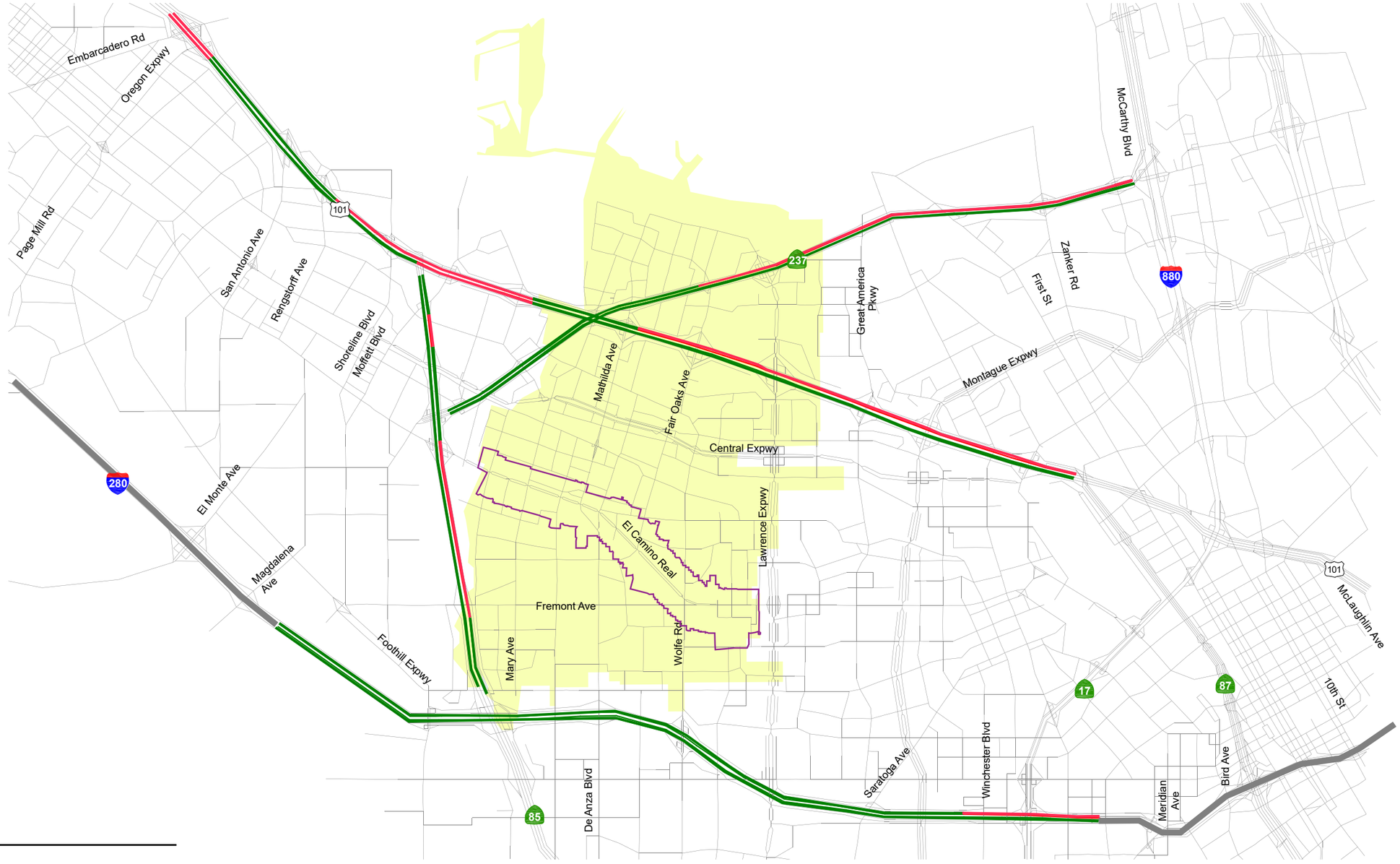


LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)
- = Cumulative Impact

Figure 19
ECRSP Freeway Impact Analysis Summary - AM Peak-Hour - Mixed-Flow Lanes

NORTH
Not to Scale

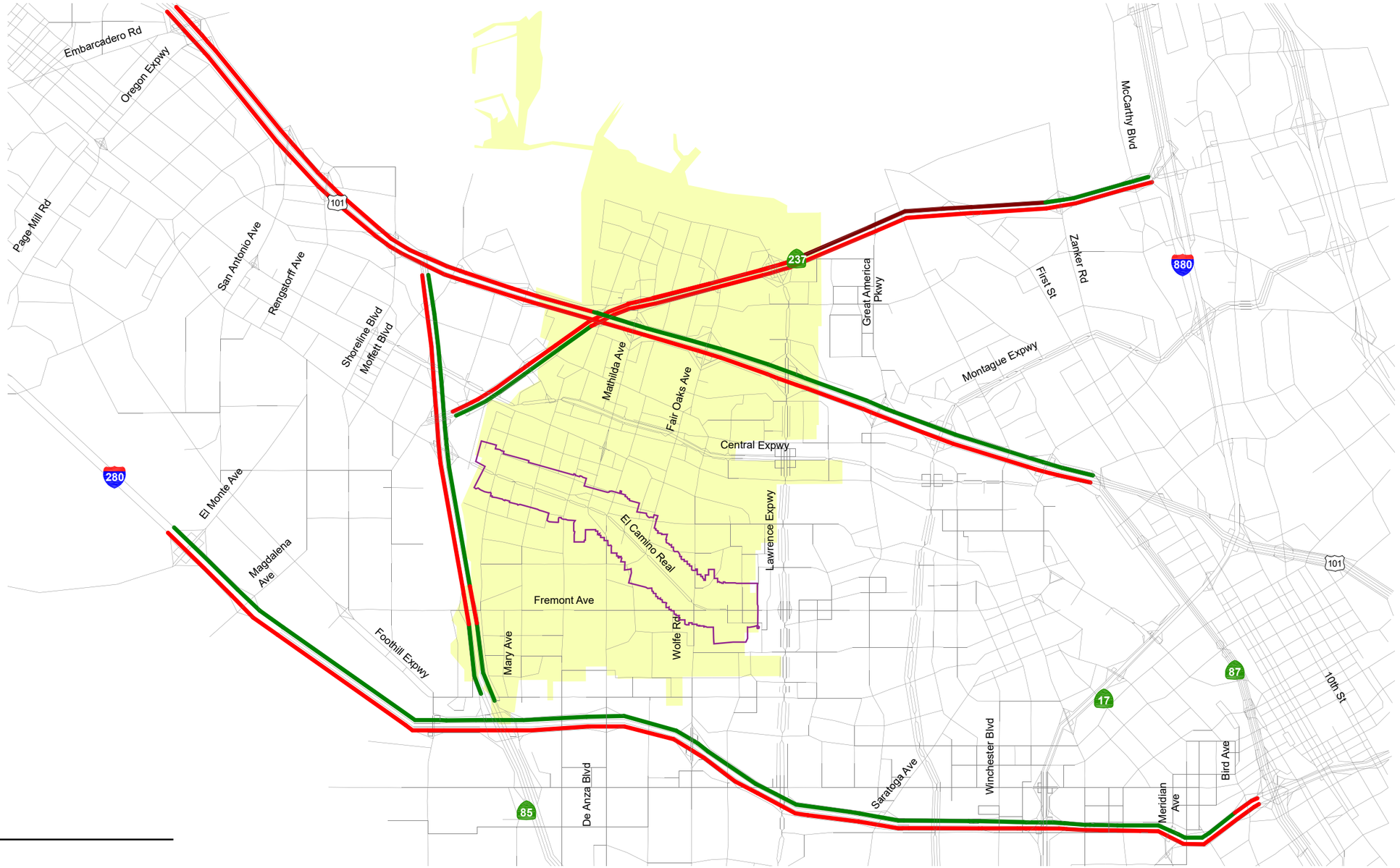


LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)
- = Cumulative Impact
- = Freeway Segment has No HOV Lanes

Figure 20
ECRSP Freeway Impact Analysis Summary - AM Peak-Hour - HOV Lanes

NORTH
Not to Scale

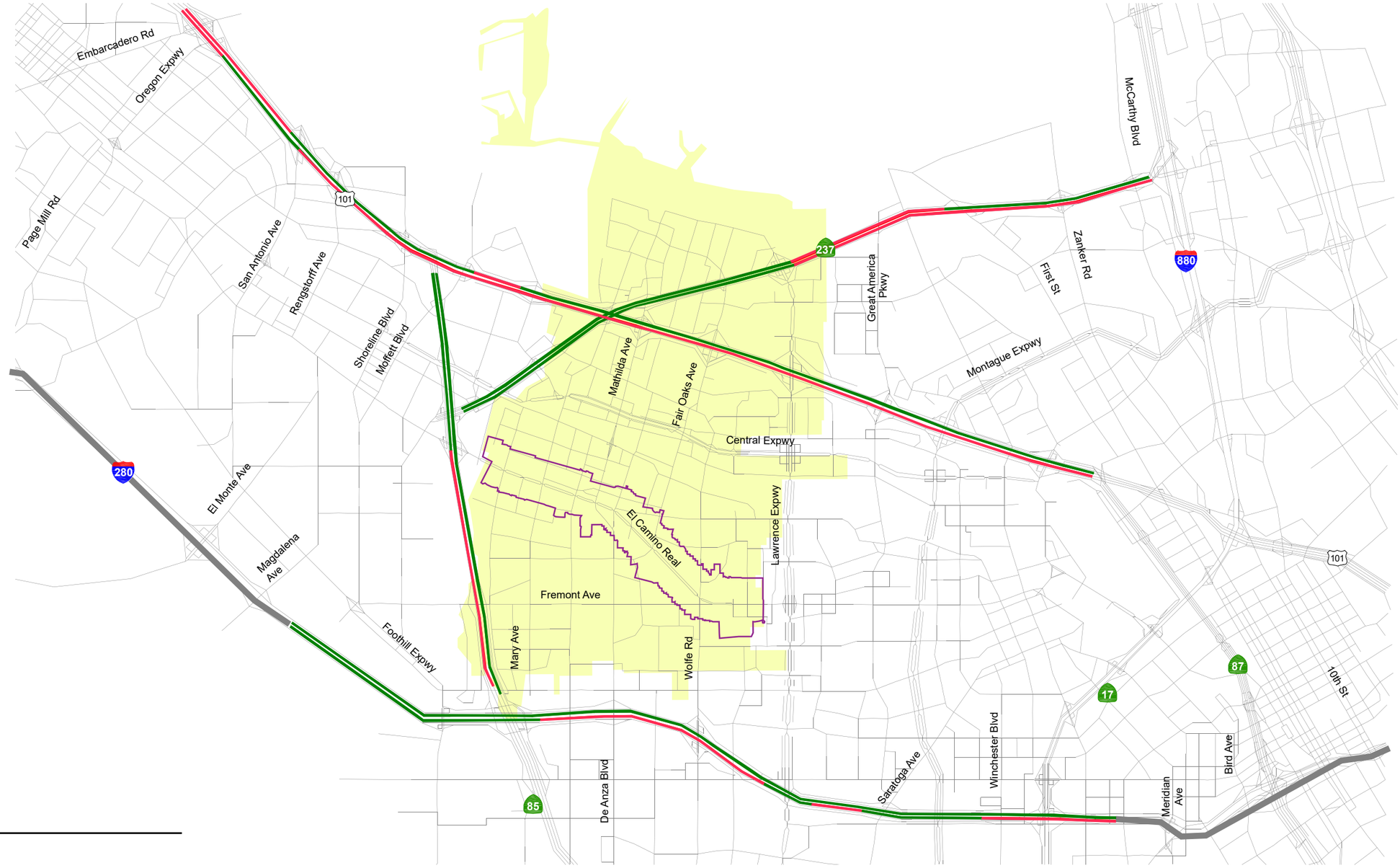


LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)
- = Cumulative Impact

Figure 21
ECRSP Freeway Impact Analysis Summary - PM Peak-Hour - Mixed-Flow Lanes

NORTH
Not to Scale



LEGEND

- = City of Sunnyvale
- = El Camino Real Specific Plan Study Area Boundary
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)
- = Cumulative Impact
- = Freeway Segment has No HOV Lanes

Figure 22
ECRSP Freeway Impact Analysis Summary - PM Peak-Hour - HOV Lanes

NORTH
Not to Scale

Freeway Ramp Capacity Analysis

Definition of Adverse Freeway Ramp Impacts

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

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

The freeway ramp volumes under year 2035 cumulative conditions were estimated using the Sunnyvale Travel Demand Forecast Model. The study freeway ramps at the US 101/Lawrence Expressway and US 101/Fair Oaks Avenue interchanges are assumed the same as under existing conditions. The US 101/Mathilda Avenue interchange is proposed for reconfiguration. This interchange improvement is identified in the Valley Transportation Plan 2040 (project H33). At the US 101/Mathilda Avenue interchange, the interchange would be reconfigured to a partial cloverleaf interchange. The US 101 northbound and southbound off-ramps would be improved to allow full access onto Mathilda Avenue and the existing US 101 northbound off-ramp to southbound Mathilda Avenue would be demolished (see Figure 23).

As shown on Table 10, all study freeway ramps would continue to operate below capacity. Therefore, the ECRCSP would not create an adverse impact on freeway ramps.

Table 10
Year 2035 Cumulative Conditions Ramp Capacity Analysis

Interchange	Ramp	Type	Peak Hour	Existing Conditions Volume [3]	Existing Conditions V/C	Year 2035 Cumulative Conditions Volume	Year 2035 Cumulative Conditions Capacity	Year 2035 Cumulative Conditions V/C
US 101/Lawrence Expwy	SB On-Ramp fr. NB Lawrence Expwy	Diagonal	AM	584	0.32	800	1,800	0.44
			PM	352	0.20	884		0.49
	NB On-Ramp fr. NB Lawrence Expwy	Loop	AM	484	0.27	640	1,800	0.36
			PM	378	0.21	436		0.24
	NB Off-Ramp to Lawrence Expwy	Diagonal	AM	1,278	0.34	1,891	3,800	0.50
			PM	1,185	0.31	1,722		0.45
	SB Off-Ramp to Lawrence Expwy	Diagonal	AM	738	0.19	1,099	3,800	0.29
			PM	1,753	0.46	1,753		0.46
US 101/Fair Oaks Ave	SB On-Ramp fr. NB Fair Oaks Ave	Diagonal	AM	616	0.34	550	1,800	0.31
			PM	225	0.13	223		0.12
	NB Off-Ramp to Fair Oaks Ave	Diagonal	AM	414	0.21	1,083	2,000	0.54
			PM	894	0.45	1,153		0.58
	NB On-Ramp fr. Fair Oaks Ave	Diagonal	AM	1,057	0.59	1,156	1,800	0.64
			PM	416	0.23	1,131		0.63
	SB Off-Ramp to SB Fair Oaks Ave	Diagonal	AM	363	0.18	453	2,000	0.23
			PM	893	0.45	1,099		0.55
US 101/Mathilda Ave	SB On-Ramp fr. NB Mathilda Ave	Diagonal	AM	478	0.27	728	1,800	0.40
			PM	532	0.30	795		0.44
	NB On-Ramp fr. NB Mathilda Ave	Loop	AM	287	0.16	818	1,800	0.45
			PM	295	0.16	465		0.26
	NB Off-Ramp to Mathilda Ave *	Diagonal	AM	Future Ramp		1,607	3,800	0.42
			PM			1,043		0.27
	SB Off-Ramp to Mathilda Ave *	Diagonal	AM	Future Ramp		1,509	2,000	0.75
			PM			1,264		0.63

Notes:
NB = Northbound, SB = Southbound, fr. = from
* Indicates newly constructued ramp under year 2035 conditions.
1. As a conservative approach, if an on-ramp has meter equipment present , the ramp is analyzed assuming it is metered.
2. Ramp capacities were obtained from *Highway Capacity Manual, 2000* , and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.
3. Existing peak hour volumes are obtained through intersection counts and Caltrans.

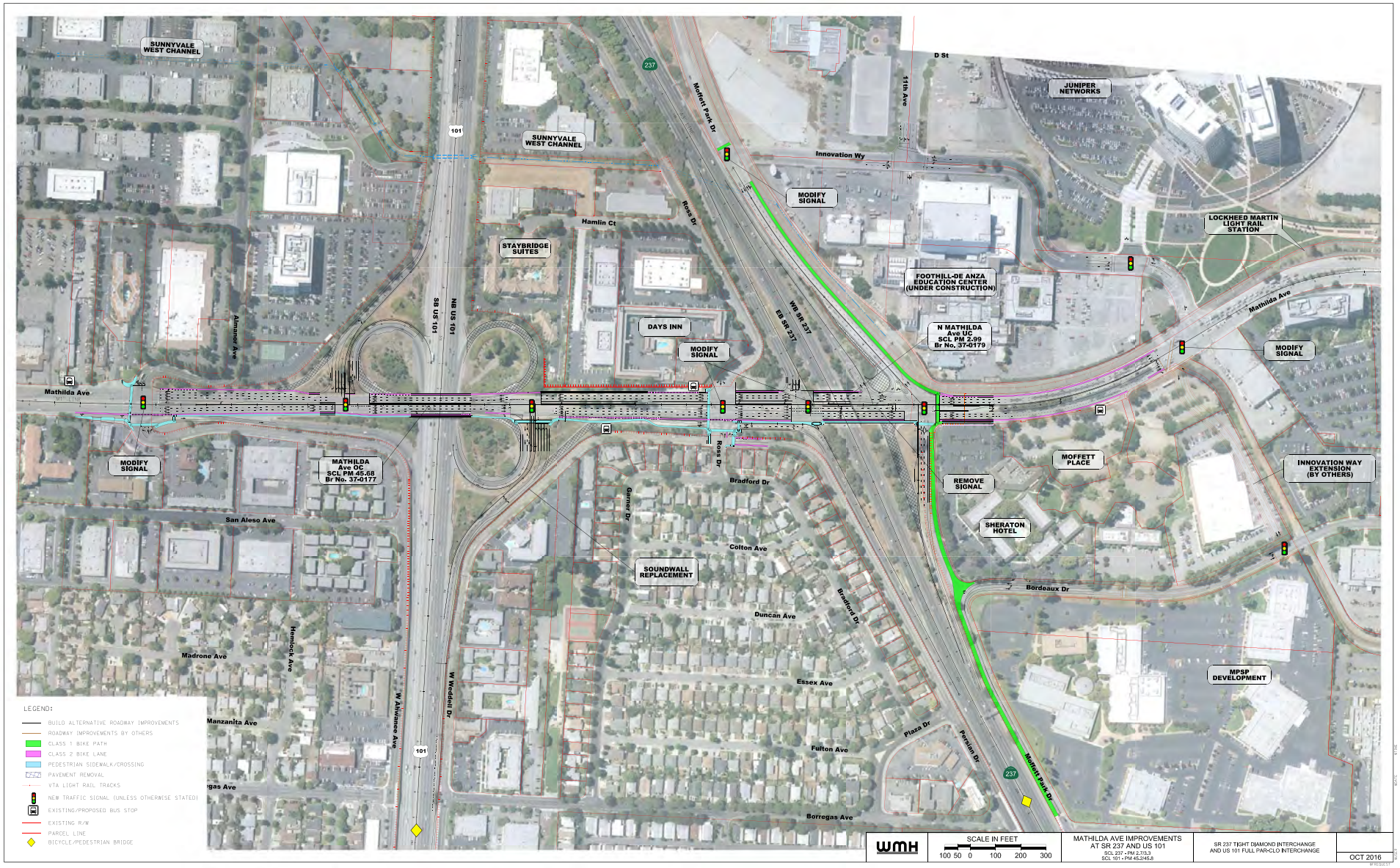


Figure 23
Planned Improvement at Mathilda Avenue/US 101/SR 237 Interchanges

ECRCSP Impact to Transit Travel Time

Currently 6 VTA bus routes travel within the ECRCSP project area. To assess the transit travel time impacts, the bus route travel times in the study area under year 2035 cumulative conditions were compared to existing conditions. Bus route travel times are estimated using published schedules and adjusted based on delays experienced at study intersections. VTA does not have established criteria to determine impact to transit services. Therefore, this analysis is presented for information purposes only.

As shown on Table 11, The results show that all studied transit routes under year 2035 cumulative conditions are expected to experience increases in travel times of less than 2 minutes in comparison to cumulative no ECRCSP conditions. The Sunnyvale Traffic Impact Fee (TIF) contains many projects that are aimed at relieving congestion along major corridors. Projects within the ECRCSP study area would be required to pay the TIF and would constitute the ECRCSP fair share contribution to relieving traffic congestion and improving transit travel times.

The ECRCSP Draft Plan also identifies various policies prioritizing consideration of mass transit vehicles to single-occupant vehicles. These policies would shift the design and policy decisions regarding El Camino Real to reflect multimodal priorities, including transit.

ECRCSP Impact to Pedestrian and Bicycle Facilities

The ECRCSP Draft Plan identifies various policies to improve pedestrian and bicycle facilities within the El Camino Real Corridor Specific Plan area. The relevant policies are listed below:

Circ-1: Promote modes of travel and actions that provide safe access to city streets and reduce single occupant vehicle trips and trip lengths locally and regionally.

The priority order of consideration of transportation users shall be:

A. Pedestrians
B. Non-automotive
C. Mass transit vehicles
D. Delivery Vehicles
E. Single-occupant automobiles

Circ-2: Further develop El Camino Real as a Complete Street, with a focus on:

A. Providing safe, convenient, accessible facilities for all modes including motor vehicles, transit, pedestrians and cyclists.
…
C. Design and policy decisions regarding El Camino Real will reflect multimodal priorities and provide for safe, convenient and accessible travel by all modes of transportation including driving, walking, bicycling and riding transit.
D. In making decisions regarding El Camino Real, the needs of more vulnerable road users such as children, seniors, and people with disabilities will be prioritized.
E. Design and policy decisions regarding El Camino Real will seek to increase pedestrian activity, reduce pedestrian-related collisions, and enhance pedestrian-friendly conditions along the corridor.

The implementation of these policies would enhance pedestrian and bicycle safety, convenience and comfort levels. Therefore, the ECRCSP would not create an adverse cumulative impact on pedestrian or bicycle facilities.

Table 11
Transit Travel Time Analysis

Route	Peak Hour	Existing Travel Time (min)	Existing Delay in the Study Area (min)	Cumulative no ECRCSP Delay in the Study Area (sec)	Cumulative Conditions Delay in the Study Area (min)	Cumulative Conditions Compared to Cumulative no ECRCSP Delay (min)	Cumulative Conditions Compared to Cumulative no ECRCSP % Change
VTA 22							
Eastbound	AM	120	8.2	8.2	8.3	0.1	0%
	PM	155	7.2	15.8	17.0	1.2	1%
Westbound	AM	135	7.9	11.3	11.3	0.0	0%
	PM	135	7.0	10.6	12.1	1.5	1%
VTA 53							
Northbound	AM	50	7.1	8.6	8.6	0.0	0%
	PM	60	7.7	9.6	10.2	0.6	1%
Southbound	AM	50	7.1	8.3	8.3	0.0	0%
	PM	45	7.9	13.6	14.1	0.5	1%
VTA 55							
Northbound	AM	60	5.1	11.3	11.5	0.2	0%
	PM	65	4.9	7.2	7.7	0.5	1%
Southbound	AM	50	5.1	6.2	6.3	0.1	0%
	PM	50	5.0	8.8	8.8	0.0	0%
VTA 56							
Northbound	AM	90	3.2	4.5	4.4	-0.1	0%
	PM	80	4.3	5.2	5.2	0.0	0%
Southbound	AM	80	4.0	6.6	6.7	0.1	0%
	PM	90	4.2	7	7.0	0.0	0%
VTA 522							
Eastbound	AM	105	8.2	8.2	8.3	0.1	0%
	PM	130	7.2	15.8	17.0	1.2	1%
Westbound	AM	110	7.9	11.3	11.3	0.0	0%
	PM	105	7.0	10.6	12.1	1.5	1%
VTA 523							
Northbound	AM	95	5.4	9.3	9.7	0.4	0%
	PM	115	7.1	9.6	10.1	0.5	0%
Southbound	AM	95	6.8	7.4	7.5	0.1	0%
	PM	100	6.6	12.6	12.8	0.2	0%

El Camino Real Corridor Specific Plan

Technical Appendices

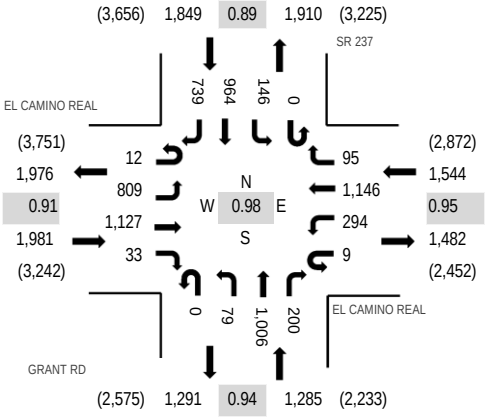
January 21, 2022

Appendix A
Traffic Counts

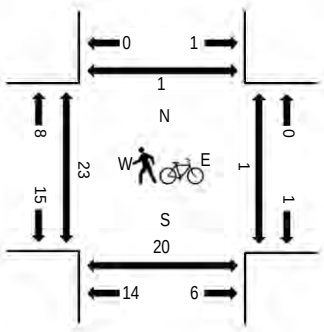
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 GRANT RD & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				GRANT RD Northbound				SR 237 Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	97	119	2	2	49	169	5	0	12	123	30	0	34	230	194	1,069	5,510	5	0	1	1
7:15 AM	3	120	128	11	1	65	222	9	2	21	147	35	1	34	251	156	1,206	6,078	6	1	8	0
7:30 AM	2	156	208	6	1	75	332	5	0	21	172	26	0	33	306	186	1,529	6,530	4	0	1	1
7:45 AM	3	198	259	12	1	76	298	10	0	13	242	38	0	30	316	210	1,706	6,659	3	0	4	1
8:00 AM	2	174	271	6	5	75	283	18	0	25	253	63	0	29	247	186	1,637	6,493	4	1	3	0
8:15 AM	4	233	296	10	2	74	279	28	0	23	254	59	0	45	188	163	1,658		8	0	6	0
8:30 AM	3	204	301	5	1	69	286	39	0	18	257	40	0	42	213	180	1,658		4	0	4	0
8:45 AM	1	161	233	11	3	92	275	23	0	18	295	46	1	37	184	160	1,540		9	2	5	0

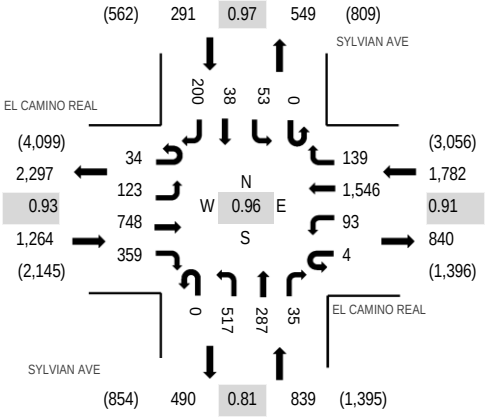
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	5	0	0	0	1	0	0	0	0	1	0	2	1	1	13
Lights	12	791	1,103	31	9	291	1,117	93	0	78	1,000	198	0	141	940	715	6,519
Mediums	0	16	19	2	0	3	28	2	0	1	6	1	0	3	23	23	127
Total	12	809	1,127	33	9	294	1,146	95	0	79	1,006	200	0	146	964	739	6,659

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

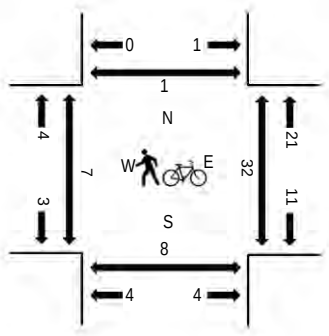
Location: 2 SYLVIAN AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SYLVIAN AVE Northbound				SYLVIAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	8	97	51	1	6	208	18	0	53	26	4	0	4	8	43	530	2,982	0	6	1	1
7:15 AM	3	11	103	62	0	9	252	13	0	62	28	3	0	7	7	52	612	3,429	0	5	0	0
7:30 AM	6	16	129	78	0	15	346	12	0	178	33	5	0	7	5	62	892	3,888	0	6	1	1
7:45 AM	4	38	176	96	2	20	347	25	0	125	32	7	0	11	7	58	948	4,040	0	17	1	0
8:00 AM	5	31	161	107	1	20	373	37	0	106	51	8	0	15	12	50	977	4,176	0	5	0	0
8:15 AM	6	30	213	83	1	24	434	33	0	108	62	5	0	12	9	51	1,071		3	11	0	0
8:30 AM	10	29	164	84	1	23	367	34	0	157	91	11	0	15	8	50	1,044		3	10	4	1
8:45 AM	13	33	210	85	1	26	372	35	0	146	83	11	0	11	9	49	1,084		1	3	3	0

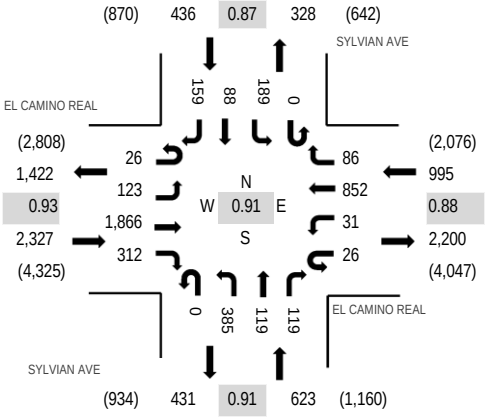
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6
Lights	33	123	722	358	4	93	1,518	137	0	512	286	35	0	53	38	198	4,110
Mediums	0	0	23	0	0	0	27	2	0	5	1	0	0	0	0	2	60
Total	34	123	748	359	4	93	1,546	139	0	517	287	35	0	53	38	200	4,176

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

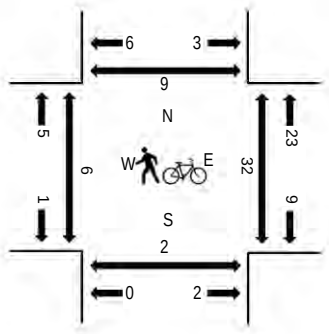
Location: 2 SYLVIAN AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SYLVIAN AVE Northbound				SYLVIAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	9	32	380	76	2	9	225	21	0	74	17	35	0	23	11	25	939	4,053	2	9	0	0
4:15 PM	3	34	406	83	2	11	223	22	0	85	24	37	0	35	16	30	1,011	4,319	1	10	1	1
4:30 PM	8	32	435	71	3	11	209	15	0	99	30	28	0	32	19	40	1,032	4,381	2	12	0	4
4:45 PM	5	29	463	81	6	10	200	22	0	101	25	27	0	42	17	43	1,071	4,348	2	10	0	0
5:00 PM	2	31	509	82	7	6	270	23	0	106	34	34	0	47	22	32	1,205	4,378	2	5	1	3
5:15 PM	11	31	459	78	10	4	173	26	0	79	30	30	0	68	30	44	1,073		0	4	0	2
5:30 PM	2	24	284	86	8	11	261	29	0	94	28	32	0	67	32	41	999		1	11	0	1
5:45 PM	10	33	428	108	10	17	201	29	0	63	21	27	0	71	43	40	1,101		4	2	0	2

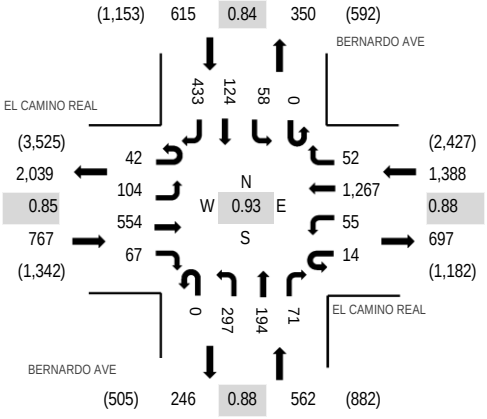
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	26	121	1,846	309	26	31	837	85	0	381	117	118	0	188	87	155	4,327
Mediums	0	2	20	3	0	0	15	1	0	4	2	1	0	1	1	4	54
Total	26	123	1,866	312	26	31	852	86	0	385	119	119	0	189	88	159	4,381

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

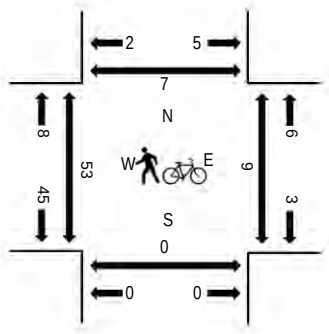
Location: 3 BERNARDO AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				BERNARDO AVE Northbound				BERNARDO AVE Southbound					Rolling	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	7	12	78	15	2	6	160	6	0	26	15	5	0	9	27	66	434	2,472	4	1	0	1
7:15 AM	10	14	82	10	3	17	217	11	0	42	22	0	0	15	51	100	594	2,868	4	1	0	0
7:30 AM	9	30	124	16	5	21	240	8	0	53	40	2	0	12	28	99	687	3,170	1	0	0	1
7:45 AM	11	29	118	10	7	18	300	18	0	72	37	6	0	17	40	74	757	3,294	1	1	0	1
8:00 AM	7	29	127	15	4	10	296	12	0	82	46	16	0	12	52	122	830	3,332	5	2	0	0
8:15 AM	12	25	137	16	6	12	372	13	0	72	63	25	0	23	10	110	896		10	4	0	1
8:30 AM	8	21	129	15	2	15	325	15	0	78	48	16	0	13	27	99	811		25	1	0	2
8:45 AM	15	29	161	21	2	18	274	12	0	65	37	14	0	10	35	102	795		9	1	0	4

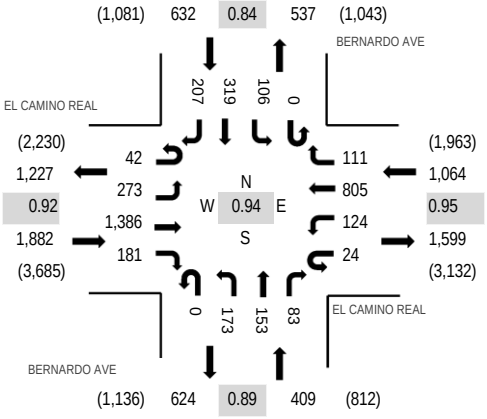
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Lights	42	102	528	66	14	55	1,238	48	0	296	193	71	0	56	122	431	3,262
Mediums	0	1	25	1	0	0	27	4	0	1	1	0	0	2	2	2	66
Total	42	104	554	67	14	55	1,267	52	0	297	194	71	0	58	124	433	3,332

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

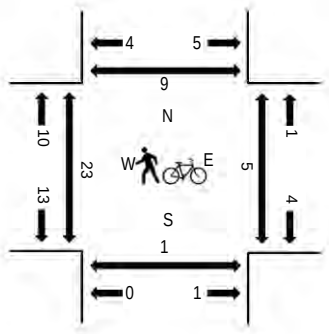
Location: 3 BERNARDO AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				BERNARDO AVE Northbound				BERNARDO AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	10	54	308	30	4	30	171	16	0	36	39	20	0	12	33	38	801	3,602	12	1	0	8
4:15 PM	9	46	346	39	6	34	158	15	0	41	53	16	0	20	48	50	881	3,858	5	0	0	7
4:30 PM	10	63	336	49	18	27	163	21	0	24	41	22	0	16	51	44	885	3,919	14	0	0	9
4:45 PM	9	69	389	43	6	33	213	19	0	57	36	21	0	28	66	46	1,035	3,987	4	1	0	4
5:00 PM	11	70	391	57	5	39	208	29	0	26	44	21	0	25	82	49	1,057	3,939	12	2	0	1
5:15 PM	12	75	326	38	7	27	192	28	0	41	32	16	0	22	77	49	942		2	0	0	3
5:30 PM	10	59	280	43	6	25	192	35	0	49	41	25	0	31	94	63	953		3	2	0	0
5:45 PM	13	78	353	59	8	37	152	39	0	43	41	27	0	21	75	41	987		11	2	0	1

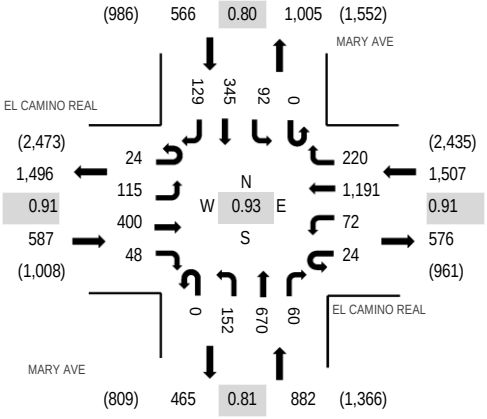
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	42	273	1,376	180	24	123	797	111	0	172	152	83	0	106	318	206	3,963
Mediums	0	0	10	1	0	1	8	0	0	1	1	0	0	0	1	1	24
Total	42	273	1,386	181	24	124	805	111	0	173	153	83	0	106	319	207	3,987

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

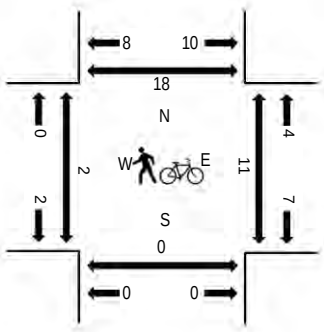
Location: 4 MARY AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	2	11	55	7	2	8	110	8	0	14	30	4	0	11	45	15	322	2,264	1	0	1	1
7:15 AM	1	16	56	12	1	10	180	13	0	27	45	8	0	14	83	29	495	2,895	1	2	1	3
7:30 AM	9	28	64	14	1	16	200	25	0	33	109	8	0	21	71	26	625	3,310	3	0	0	2
7:45 AM	5	24	82	15	3	25	289	36	0	33	146	15	0	18	99	32	822	3,542	2	1	0	3
8:00 AM	3	28	93	10	8	25	315	59	0	42	175	14	0	18	137	26	953	3,531	0	4	0	7
8:15 AM	9	36	108	14	5	14	260	55	0	47	208	20	0	31	68	35	910		0	3	0	5
8:30 AM	7	27	117	9	8	8	327	70	0	30	141	11	0	25	41	36	857		0	2	0	3
8:45 AM	4	29	98	15	8	15	259	72	0	33	161	12	0	22	48	35	811		0	1	0	1

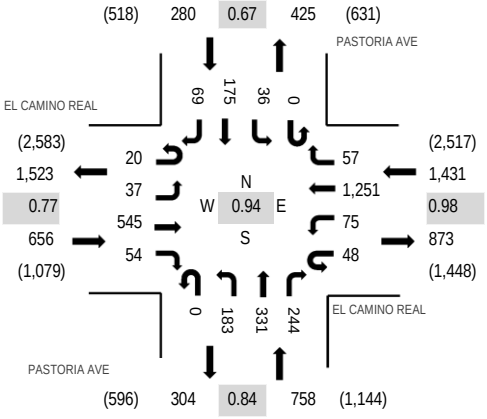
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	5
Lights	24	114	383	48	24	70	1,161	216	0	151	664	59	0	89	340	128	3,471
Mediums	0	1	16	0	0	2	27	4	0	1	6	1	0	3	4	1	66
Total	24	115	400	48	24	72	1,191	220	0	152	670	60	0	92	345	129	3,542

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

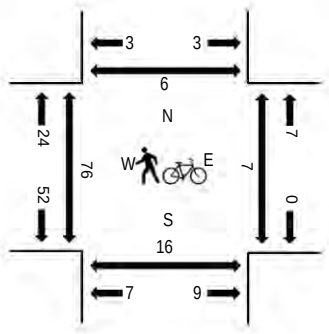
Location: 5 PASTORIA AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				PASTORIA AVE Northbound				PASTORIA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	3	78	5	3	8	126	8	0	10	21	27	0	5	17	8	321	2,133	5	2	0	1
7:15 AM	4	3	66	5	7	23	234	17	0	15	25	36	0	8	42	12	497	2,640	7	1	0	1
7:30 AM	3	5	96	12	6	20	265	13	0	14	44	48	0	8	32	9	575	2,955	7	0	3	0
7:45 AM	6	10	112	13	9	37	292	18	9	37	39	61	0	5	69	23	740	3,116	10	0	1	0
8:00 AM	1	8	115	12	9	21	292	19	0	57	99	70	0	13	87	25	828	3,125	36	0	4	2
8:15 AM	5	15	175	18	11	19	322	8	0	49	77	70	0	8	21	14	812		15	1	5	1
8:30 AM	3	5	133	11	18	16	320	11	0	38	78	47	0	10	29	17	736		6	1	4	1
8:45 AM	11	9	122	13	10	19	317	19	0	39	77	57	0	5	38	13	749		7	0	2	1

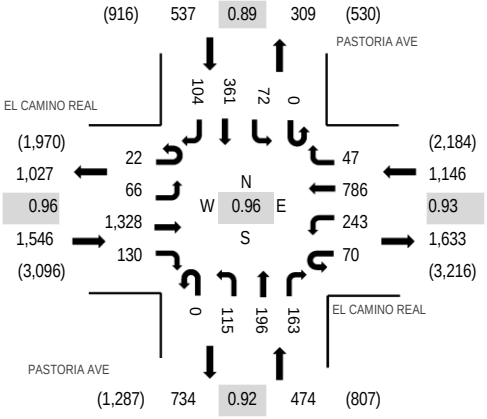
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
Lights	20	36	519	53	48	73	1,216	57	0	181	327	242	0	35	172	68	3,047
Mediums	0	1	24	1	0	1	34	0	0	2	4	2	0	1	3	1	74
Total	20	37	545	54	48	75	1,251	57	0	183	331	244	0	36	175	69	3,125

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

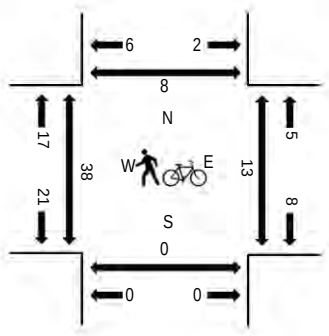
Location: 5 PASTORIA AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				PASTORIA AVE Northbound				PASTORIA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	12	18	314	31	12	46	195	9	0	19	31	38	0	8	55	23	811	3,300	11	1	1	1
4:15 PM	5	12	327	27	17	33	164	11	0	20	23	34	0	10	59	17	759	3,407	11	5	0	0
4:30 PM	7	14	369	31	8	53	191	13	0	21	29	32	0	19	44	23	854	3,609	7	4	1	4
4:45 PM	8	16	329	30	15	62	197	12	0	21	33	32	0	19	82	20	876	3,660	8	6	0	3
5:00 PM	4	12	355	28	12	64	219	13	0	24	34	38	0	17	73	25	918	3,703	10	7	0	3
5:15 PM	5	19	353	36	16	56	185	11	0	38	52	39	0	15	101	35	961		8	1	0	2
5:30 PM	4	19	303	29	18	70	184	8	0	29	55	39	0	24	105	18	905		13	1	0	2
5:45 PM	9	16	317	37	24	53	198	15	0	24	55	47	0	16	82	26	919		3	2	0	1

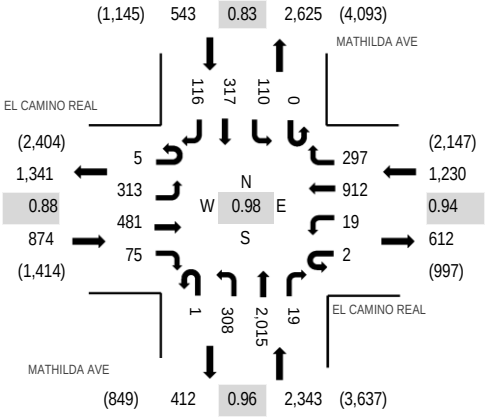
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	22	66	1,316	130	70	242	774	47	0	115	193	161	0	71	360	104	3,671
Mediums	0	0	12	0	0	1	12	0	0	0	3	2	0	1	1	0	32
Total	22	66	1,328	130	70	243	786	47	0	115	196	163	0	72	361	104	3,703

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

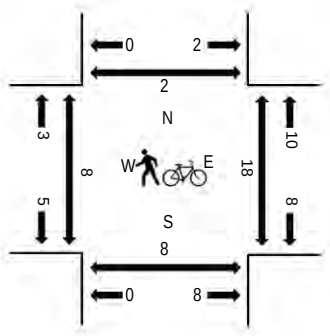
Location: 6 MATHILDA AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	36	55	6	0	4	94	22	1	39	172	1	1	22	83	18	557	3,353	0	1	2	0
7:15 AM	1	44	69	14	0	3	146	34	1	46	198	2	0	21	138	30	747	4,067	1	2	2	0
7:30 AM	0	53	78	13	0	2	224	48	4	56	315	3	0	25	80	43	944	4,580	2	4	3	1
7:45 AM	0	69	86	13	0	3	244	93	4	72	378	2	5	21	68	47	1,105	4,884	0	3	3	0
8:00 AM	0	88	108	17	0	2	221	70	1	77	529	6	0	34	83	35	1,271	4,990	0	1	0	0
8:15 AM	0	85	123	25	2	5	212	94	0	85	489	5	0	30	77	28	1,260		1	9	4	0
8:30 AM	3	74	151	20	0	6	251	69	0	75	491	2	0	21	62	23	1,248		3	4	2	0
8:45 AM	2	66	99	13	0	6	228	64	0	71	506	6	0	25	95	30	1,211		4	4	0	2

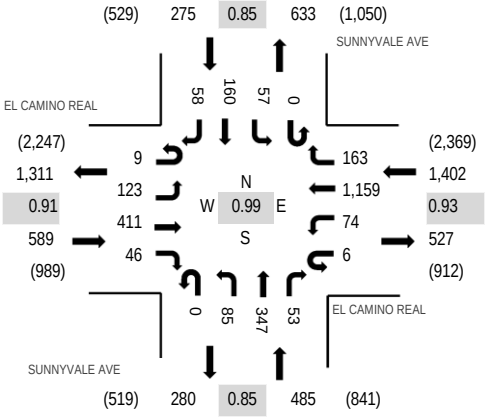
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	2	0	0	2	0	0	0	0	0	9
Lights	5	313	458	74	2	19	883	294	1	304	1,998	19	0	105	310	112	4,897
Mediums	0	0	21	1	0	0	26	1	0	4	15	0	0	5	7	4	84
Total	5	313	481	75	2	19	912	297	1	308	2,015	19	0	110	317	116	4,990

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

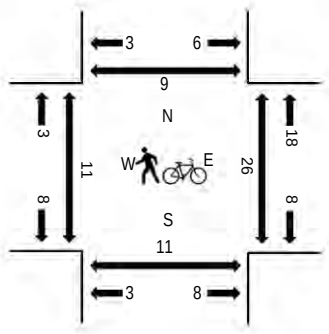
Location: 7 SUNNYVALE AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SUNNYVALE AVE Northbound				SUNNYVALE AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	17	65	3	0	13	116	16	0	4	62	8	0	13	65	5	388	1,977	0	3	0	0
7:15 AM	2	11	72	6	1	4	210	12	0	12	65	4	0	8	41	6	454	2,284	1	1	1	0
7:30 AM	1	17	63	7	3	7	228	26	0	18	72	9	0	14	36	11	512	2,527	5	1	0	7
7:45 AM	1	24	103	7	0	20	290	21	0	17	74	11	0	11	30	14	623	2,694	4	9	6	1
8:00 AM	4	30	105	5	2	11	303	30	0	19	96	9	0	19	51	11	695	2,751	3	5	4	0
8:15 AM	1	36	102	10	1	21	311	42	0	20	73	18	0	10	34	18	697		1	6	0	2
8:30 AM	1	29	116	17	0	18	277	48	0	22	78	7	0	17	37	12	679		0	8	2	2
8:45 AM	3	28	88	14	3	24	268	43	0	24	100	19	0	11	38	17	680		4	5	2	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	10	0	0	1	0	0	0	0	1	0	15
Lights	9	116	390	45	6	73	1,126	163	0	83	345	53	0	57	158	57	2,681
Mediums	0	7	19	1	0	0	23	0	0	1	2	0	0	0	1	1	55
Total	9	123	411	46	6	74	1,159	163	0	85	347	53	0	57	160	58	2,751

All Traffic Data Services Inc.
(303) 216-2439
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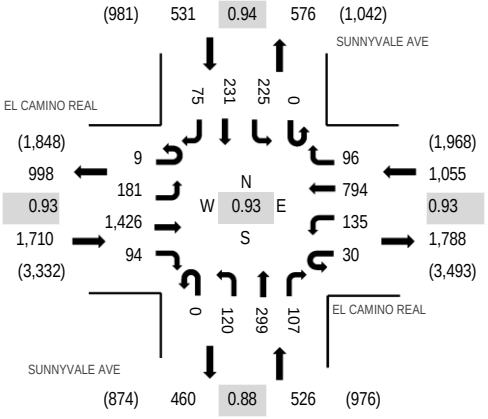
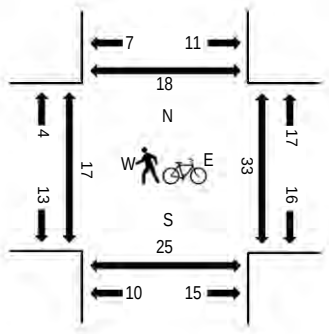
Location: 7 SUNNYVALE AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SUNNYVALE AVE Northbound				SUNNYVALE AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	34	344	25	11	31	165	12	0	27	57	34	0	45	35	16	836	3,435	0	4	4	8
4:15 PM	2	33	326	23	7	24	177	17	0	23	63	21	0	41	62	7	826	3,563	0	10	7	2
4:30 PM	2	41	366	20	10	32	179	16	0	20	70	18	0	47	47	10	878	3,763	11	7	2	8
4:45 PM	0	41	343	22	8	25	183	16	0	29	66	22	0	62	68	10	895	3,794	6	9	7	0
5:00 PM	4	48	389	22	6	26	190	19	0	29	57	22	0	69	62	21	964	3,822	3	6	5	4
5:15 PM	0	48	402	24	13	34	197	24	0	38	76	35	0	54	61	20	1,026		3	7	4	3
5:30 PM	1	35	321	20	6	32	193	32	0	28	70	27	0	61	63	20	909		5	5	8	2
5:45 PM	4	50	314	28	5	43	214	21	0	25	96	23	0	41	45	14	923		6	8	8	3

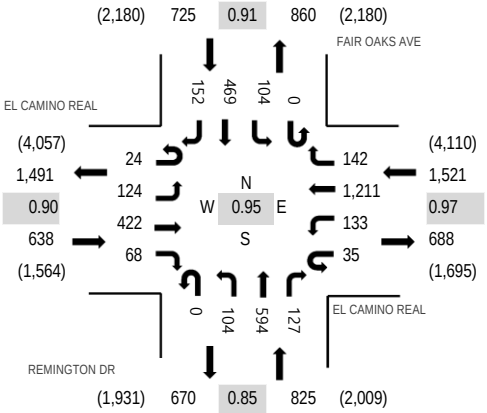
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	9	179	1,413	93	30	135	784	95	0	118	298	106	0	225	230	74	3,789
Mediums	0	2	13	1	0	0	9	1	0	2	1	1	0	0	1	1	32
Total	9	181	1,426	94	30	135	794	96	0	120	299	107	0	225	231	75	3,822

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

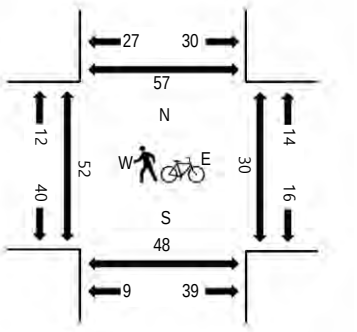
Location: 20 REMINGTON DR & EL CAMINO REAL AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				REMINGTON DR Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	25	41	11	2	7	167	19	0	10	54	10	0	23	112	30	513	2,688	2	8	4	1
7:15 AM	0	14	60	8	7	14	207	35	0	9	76	22	0	22	173	22	669	3,041	2	7	1	7
7:30 AM	1	17	70	5	3	21	215	22	0	7	139	19	0	22	118	38	697	3,315	5	5	2	9
7:45 AM	4	19	64	8	6	15	336	26	0	8	118	18	0	20	131	36	809	3,480	3	5	2	4
8:00 AM	9	24	73	11	1	41	303	30	0	17	124	23	0	34	148	28	866	3,605	7	7	5	9
8:15 AM	2	35	98	24	6	23	334	35	0	17	182	21	0	19	101	46	943	3,648	6	8	2	5
8:30 AM	5	26	80	20	7	22	343	32	0	21	124	22	0	35	99	26	862	3,679	6	5	4	4
8:45 AM	4	32	80	16	3	36	298	37	0	31	187	25	0	23	129	33	934	3,709	26	8	32	7
9:00 AM	5	23	112	23	8	34	287	33	0	28	143	28	0	26	122	37	909	3,570	9	6	6	17
9:15 AM	6	33	104	12	12	32	310	36	0	26	146	47	0	28	133	49	974		8	6	6	8
9:30 AM	9	36	126	17	12	31	316	36	0	19	118	27	0	27	85	33	892		9	8	4	21
9:45 AM	8	30	113	19	10	31	238	31	0	30	83	30	0	26	99	47	795		11	10	3	9

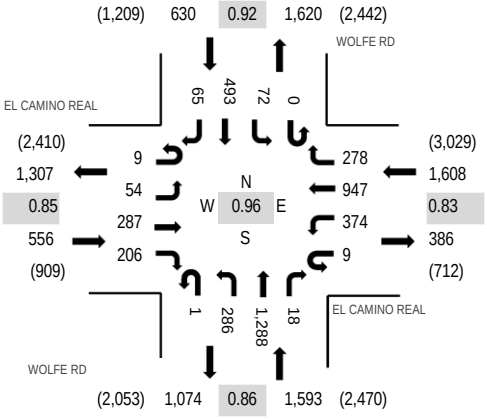
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	1	2	0	0	0	4	0	0	0	0	0	0	1	0	0	9
Lights	23	122	403	67	35	128	1,172	141	0	101	585	123	0	101	460	149	3,610
Mediums	0	1	17	1	0	5	35	1	0	3	9	4	0	2	9	3	90
Total	24	124	422	68	35	133	1,211	142	0	104	594	127	0	104	469	152	3,709

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

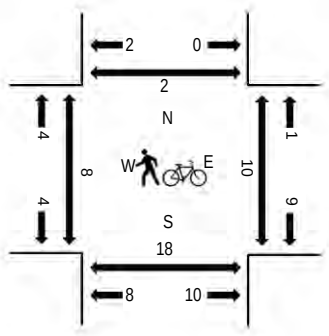
Location: 29 WOLFE RD & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	1	4	48	22	0	97	106	25	0	31	82	6	0	12	91	1	526	3,230	3	2	0	1
7:15 AM	2	4	40	32	1	91	191	22	0	53	138	4	0	18	118	14	728	3,719	3	4	1	4
7:30 AM	0	6	46	41	8	95	222	36	0	51	180	4	0	32	125	18	864	4,076	1	5	3	5
7:45 AM	1	3	75	28	4	127	325	71	0	70	251	7	0	21	112	17	1,112	4,353	0	3	1	4
8:00 AM	1	9	61	37	2	96	218	86	1	70	256	6	0	17	141	14	1,015	4,387	0	4	2	2
8:15 AM	1	14	71	60	4	98	242	79	0	64	297	6	0	18	120	11	1,085		1	2	4	0
8:30 AM	5	18	79	61	1	86	237	64	0	79	344	5	0	23	115	24	1,141		1	1	1	0
8:45 AM	2	13	76	48	2	94	250	49	0	73	391	1	0	14	117	16	1,146		6	2	9	0

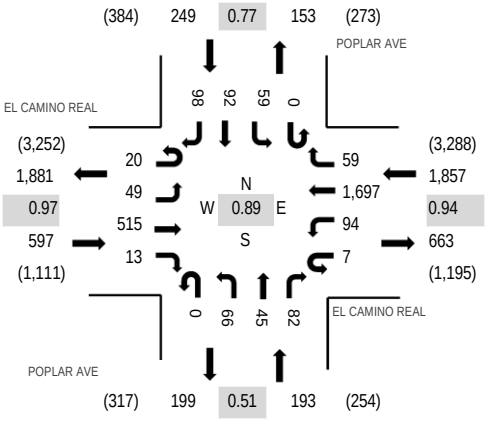
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	1	3	0	0	0	0	0	0	0	1	0	8
Lights	9	53	268	202	8	362	916	276	1	278	1,266	18	0	72	482	65	4,276
Mediums	0	1	17	3	1	11	28	2	0	8	22	0	0	0	10	0	103
Total	9	54	287	206	9	374	947	278	1	286	1,288	18	0	72	493	65	4,387

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

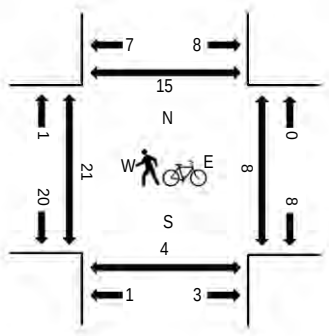
Location: 9 POPLAR AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				POPLAR AVE Northbound				POPLAR AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	5	8	82	1	6	9	225	4	0	2	1	6	0	9	4	14	376	2,355	2	2	2	1
7:15 AM	5	9	82	1	0	23	293	4	0	7	4	15	0	11	10	14	478	2,709	3	1	1	4
7:30 AM	6	13	101	4	2	45	383	8	0	17	11	26	0	12	40	23	691	2,896	5	2	0	2
7:45 AM	6	9	115	5	0	36	443	14	0	33	22	46	0	18	36	27	810	2,845	7	4	0	6
8:00 AM	6	16	145	1	1	7	465	15	0	12	6	8	0	16	8	24	730	2,682	0	0	2	1
8:15 AM	2	11	154	3	4	6	406	22	0	4	6	2	0	13	8	24	665		1	1	1	6
8:30 AM	6	7	151	0	3	20	366	32	0	3	5	5	0	10	9	23	640		0	0	0	3
8:45 AM	7	13	132	5	6	27	388	25	0	2	8	3	0	11	9	11	647		0	3	2	3

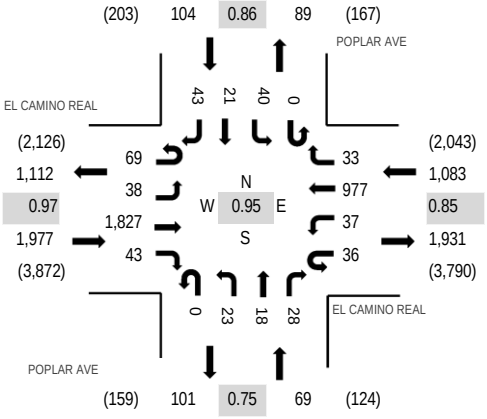
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	9
Lights	19	49	493	13	7	93	1,653	55	0	65	45	82	0	59	92	96	2,821
Mediums	0	0	20	0	0	1	38	4	0	1	0	0	0	0	0	2	66
Total	20	49	515	13	7	94	1,697	59	0	66	45	82	0	59	92	98	2,896

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

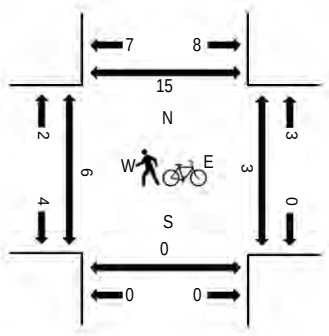
Location: 9 POPLAR AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				POPLAR AVE Northbound				POPLAR AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	13	12	400	3	8	6	235	3	0	4	3	10	0	9	8	7	721	3,009	5	3	2	6
4:15 PM	12	12	446	6	7	8	215	4	0	4	7	7	0	15	0	7	750	3,104	2	1	4	7
4:30 PM	22	11	457	6	7	5	247	4	0	2	3	5	0	8	3	11	791	3,157	1	0	4	3
4:45 PM	15	15	458	7	7	6	195	3	0	2	1	7	0	8	0	23	747	3,126	1	1	4	1
5:00 PM	10	10	486	9	7	9	237	10	0	7	3	4	0	11	3	10	816	3,233	2	0	0	3
5:15 PM	16	6	452	13	11	15	236	7	0	6	5	12	0	10	4	10	803		3	1	0	4
5:30 PM	20	10	442	11	7	4	217	6	0	4	4	7	0	12	4	12	760		0	0	0	3
5:45 PM	23	12	447	10	11	9	287	10	0	6	6	5	0	7	10	11	854		1	2	0	3

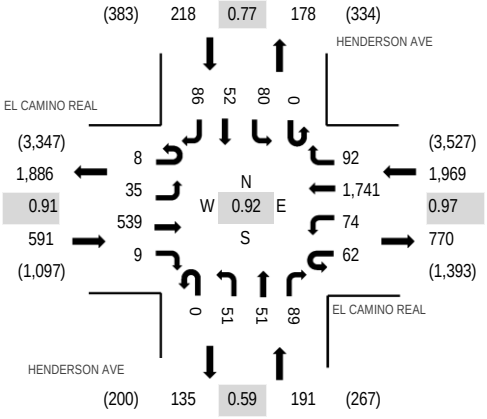
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	69	38	1,811	42	35	37	962	33	0	23	18	28	0	39	21	43	3,199
Mediums	0	0	16	1	1	0	15	0	0	0	0	0	0	1	0	0	34
Total	69	38	1,827	43	36	37	977	33	0	23	18	28	0	40	21	43	3,233

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

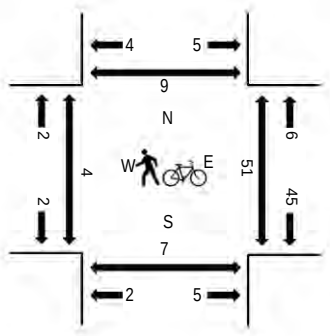
Location: 10 HENDERSON AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				HENDERSON AVE Northbound				HENDERSON AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	1	91	4	17	1	257	11	0	4	3	4	0	18	4	16	432	2,526	0	13	2	0
7:15 AM	0	4	100	0	8	13	313	8	0	7	9	9	0	14	16	20	521	2,803	1	15	0	3
7:30 AM	0	7	112	2	8	40	430	19	0	13	20	41	0	19	33	23	767	2,969	1	30	1	3
7:45 AM	3	10	136	4	20	19	449	22	0	19	28	38	0	21	13	24	806	2,917	1	6	0	2
8:00 AM	3	10	150	3	21	5	431	23	0	8	3	4	0	26	1	21	709	2,748	0	1	2	0
8:15 AM	2	8	141	0	13	10	431	28	0	11	0	6	0	14	5	18	687		1	5	3	3
8:30 AM	3	12	162	0	19	11	412	40	0	8	0	11	0	16	4	17	715		0	5	3	0
8:45 AM	0	14	114	0	21	9	371	47	0	9	7	5	0	14	3	23	637		0	3	3	6

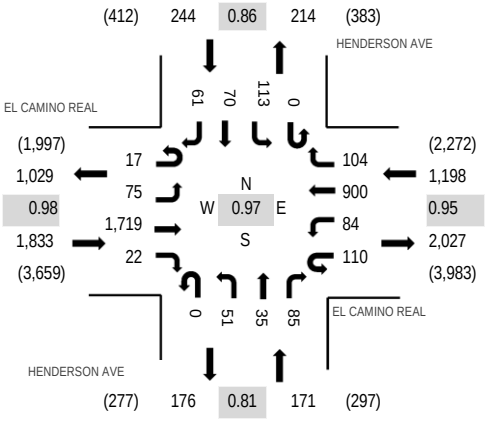
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	4	0	0	0	6	0	0	0	0	0	0	0	0	0	11
Lights	8	34	520	9	59	73	1,693	88	0	51	51	89	0	77	52	86	2,890
Mediums	0	0	15	0	3	1	42	4	0	0	0	0	0	3	0	0	68
Total	8	35	539	9	62	74	1,741	92	0	51	51	89	0	80	52	86	2,969

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

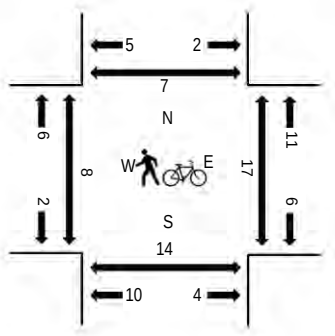
Location: 10 HENDERSON AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				HENDERSON AVE Northbound				HENDERSON AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	4	12	397	6	35	11	211	30	0	14	2	14	0	20	7	13	776	3,194	1	3	3	2
4:15 PM	7	19	408	5	22	12	190	18	0	13	3	15	0	22	2	21	757	3,256	1	9	2	22
4:30 PM	13	18	448	4	22	15	214	20	0	16	3	13	0	22	8	16	832	3,389	3	8	1	2
4:45 PM	5	16	461	3	30	18	201	25	0	16	3	14	0	13	10	14	829	3,436	0	8	0	0
5:00 PM	2	20	435	4	28	13	216	28	0	9	8	23	0	33	10	9	838	3,446	1	5	4	3
5:15 PM	3	18	442	6	28	24	228	31	0	19	10	24	0	25	19	13	890		4	2	5	0
5:30 PM	5	18	437	3	28	16	244	27	0	13	7	17	0	25	22	17	879		2	4	3	2
5:45 PM	7	19	405	9	26	31	212	18	0	10	10	21	0	30	19	22	839		1	6	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Lights	17	74	1,701	22	110	83	886	104	0	51	35	85	0	112	70	61	3,411
Mediums	0	1	13	0	0	1	14	0	0	0	0	0	0	1	0	0	30
Total	17	75	1,719	22	110	84	900	104	0	51	35	85	0	113	70	61	3,446

All Traffic Data Services Inc.
(303) 216-2439
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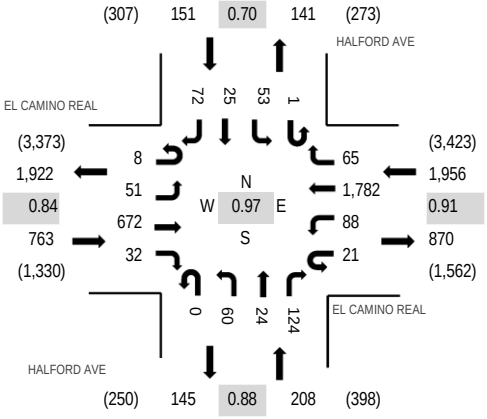
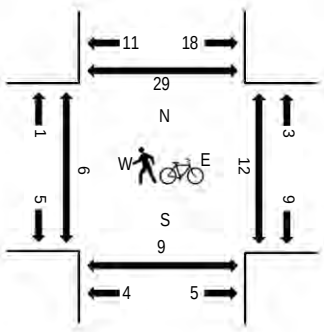
Location: 11 HALFORD AVE & EL CAMINO REAL AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				HALFORD AVE Northbound				HALFORD AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	5	114	1	1	6	219	12	0	7	4	18	0	7	1	15	413	2,421	1	1	1	0
7:15 AM	2	10	111	4	8	17	266	12	0	6	8	35	0	9	5	10	503	2,746	3	3	3	8
7:30 AM	0	17	137	6	8	25	391	11	0	7	11	33	0	21	11	35	713	2,999	5	2	0	5
7:45 AM	3	15	200	8	6	27	422	8	0	16	6	33	0	13	9	26	792	3,078	1	2	3	7
8:00 AM	1	12	154	9	5	18	450	11	0	16	4	27	0	12	4	15	738	3,037	3	3	2	6
8:15 AM	3	17	167	8	3	26	421	16	0	11	7	36	0	17	10	14	756		1	2	3	9
8:30 AM	1	7	151	7	7	17	489	30	0	17	7	28	1	11	2	17	792		0	3	1	5
8:45 AM	1	11	139	6	13	18	442	18	0	22	13	26	0	12	5	25	751		3	5	0	8

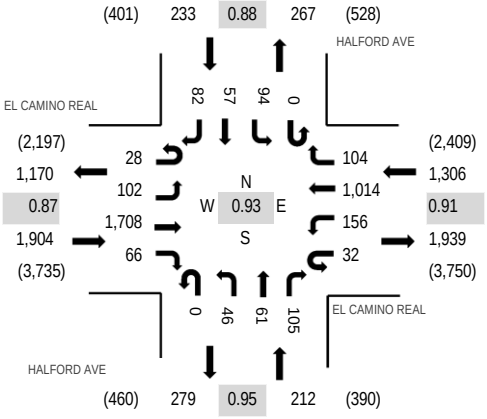
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	2	9	0	0	0	0	1	0	0	0	0	13
Lights	8	51	656	30	21	82	1,731	62	0	57	24	123	1	51	25	70	2,992
Mediums	0	0	15	2	0	4	42	3	0	3	0	0	0	2	0	2	73
Total	8	51	672	32	21	88	1,782	65	0	60	24	124	1	53	25	72	3,078

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

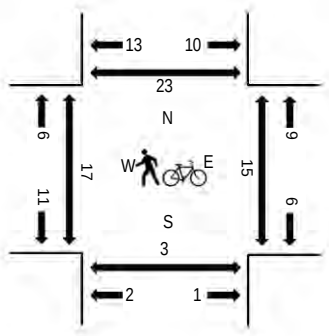
Location: 11 HALFORD AVE & EL CAMINO REAL PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				HALFORD AVE Northbound				HALFORD AVE Southbound					Rolling	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	7	38	362	15	9	22	228	21	0	16	13	15	0	15	13	16	790	3,280	6	2	2	7
4:15 PM	8	30	414	14	13	23	221	30	0	9	16	17	1	17	5	14	832	3,367	5	0	3	8
4:30 PM	11	24	397	11	9	26	226	17	0	11	12	25	0	12	9	19	809	3,513	4	10	3	4
4:45 PM	5	26	458	11	5	21	213	19	0	7	14	23	0	20	11	16	849	3,563	5	10	2	5
5:00 PM	6	22	413	8	13	37	248	24	0	15	18	21	0	15	11	26	877	3,655	9	5	1	8
5:15 PM	8	29	501	20	9	33	248	23	0	6	15	28	0	21	15	22	978		1	1	0	5
5:30 PM	9	23	386	17	5	40	244	25	0	14	10	29	0	28	13	16	859		0	3	0	3
5:45 PM	5	28	408	21	5	46	274	32	0	11	18	27	0	30	18	18	941		6	5	2	7

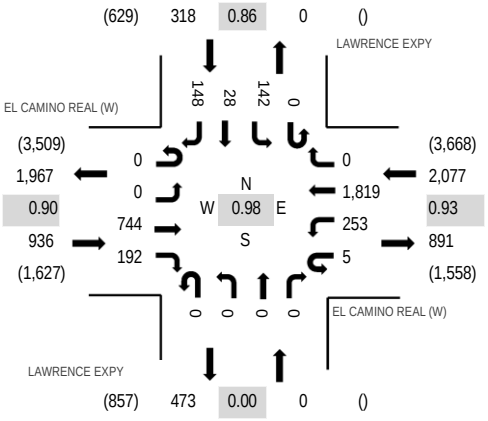
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	28	102	1,687	66	31	155	1,002	103	0	46	60	103	0	94	57	81	3,615
Mediums	0	0	19	0	1	1	12	1	0	0	1	2	0	0	0	1	38
Total	28	102	1,708	66	32	156	1,014	104	0	46	61	105	0	94	57	82	3,655

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

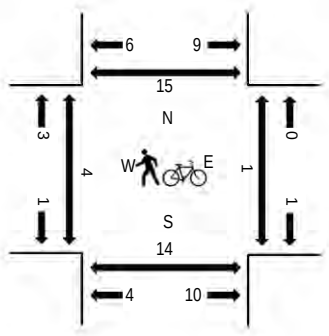
Location: 37 LAWRENCE EXPY & EL CAMINO REAL (W) AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL (W) Eastbound				EL CAMINO REAL (W) Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	110	25	0	37	215	0	0	0	0	0	0	11	5	32	435	2,647	0	0	1	1
7:15 AM	0	0	122	37	0	43	309	0	0	0	0	0	0	24	9	53	597	3,061	1	0	0	3
7:30 AM	0	0	166	38	0	63	411	0	0	0	0	0	0	39	13	50	780	3,268	0	0	3	1
7:45 AM	0	0	206	53	0	61	442	0	0	0	0	0	0	29	8	36	835	3,331	2	0	3	2
8:00 AM	0	0	174	51	1	61	476	0	0	0	0	0	0	38	11	37	849	3,277	0	0	4	5
8:15 AM	0	0	189	52	0	57	416	0	0	0	0	0	0	47	3	40	804		0	0	3	5
8:30 AM	0	0	175	36	4	74	485	0	0	0	0	0	0	28	6	35	843		1	1	4	1
8:45 AM	0	0	154	39	4	67	442	0	0	0	0	0	0	37	8	30	781		2	0	3	7

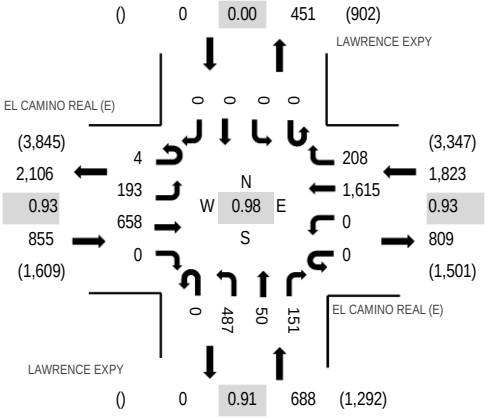
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	6	0	0	0	0	0	0	1	0	2	11
Lights	0	0	727	183	5	248	1,772	0	0	0	0	0	0	140	28	142	3,245
Mediums	0	0	16	8	0	5	41	0	0	0	0	0	0	1	0	4	75
Total	0	0	744	192	5	253	1,819	0	0	0	0	0	0	142	28	148	3,331

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

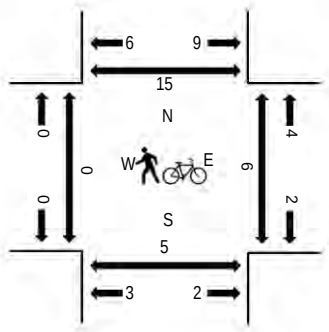
Location: 38 LAWRENCE EXPY & EL CAMINO REAL (E) AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL (E) Eastbound				EL CAMINO REAL (E) Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	52	103	0	0	0	238	54	0	67	14	16	0	0	0	0	544	2,962	0	0	3	1
7:15 AM	0	56	125	0	0	0	357	62	0	86	11	18	0	0	0	0	715	3,252	0	2	1	1
7:30 AM	0	75	149	0	0	0	404	56	0	111	13	34	0	0	0	0	842	3,366	0	1	1	1
7:45 AM	2	45	170	0	0	0	437	51	0	105	14	37	0	0	0	0	861	3,344	0	2	1	7
8:00 AM	0	38	191	0	0	0	389	52	0	125	10	29	0	0	0	0	834	3,286	0	0	1	3
8:15 AM	2	35	148	0	0	0	385	49	0	146	13	51	0	0	0	0	829		0	1	2	3
8:30 AM	0	34	166	0	0	0	381	44	0	143	11	41	0	0	0	0	820		0	2	2	4
8:45 AM	1	40	177	0	0	0	335	53	0	131	20	46	0	0	0	0	803		0	4	2	5

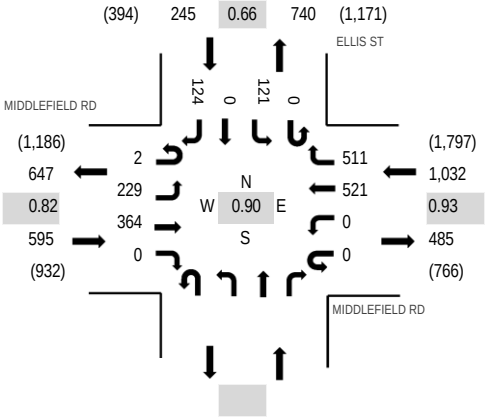
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	4	0	0	2	0	2	0	0	0	0	12
Lights	4	191	642	0	0	0	1,577	204	0	479	50	147	0	0	0	0	3,294
Mediums	0	1	13	0	0	0	34	4	0	6	0	2	0	0	0	0	60
Total	4	193	658	0	0	0	1,615	208	0	487	50	151	0	0	0	0	3,366

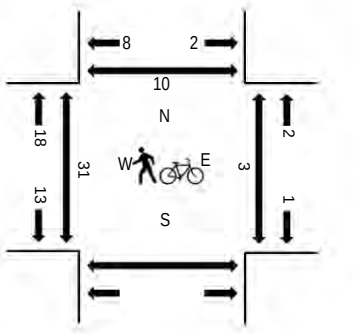
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 48 ELLIS ST & MIDDLEFIELD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MIDDLEFIELD RD Eastbound				MIDDLEFIELD RD Westbound				Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	28	37	0	0	0	80	58					0	12	0	15	230	1,251	0	0		2
7:15 AM	0	21	37	0	0	0	120	70					0	16	0	22	286	1,421	1	1		1
7:30 AM	0	38	56	0	0	0	117	93					0	16	0	13	333	1,599	3	0		5
7:45 AM	0	38	82	0	0	0	142	85					0	25	0	30	402	1,755	12	2		2
8:00 AM	1	45	58	0	0	0	140	114					0	15	0	27	400	1,872	12	1		3
8:15 AM	0	53	87	0	0	0	139	139					0	27	0	19	464		6	0		1
8:30 AM	0	60	109	0	0	0	138	118					0	29	0	35	489		5	0		3
8:45 AM	1	71	110	0	0	0	104	140					0	50	0	43	519		7	2		3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	2	2
Lights	2	221	360	0	0	0	506	508					0	115	0	115	1,827
Mediums	0	8	4	0	0	0	15	3					0	6	0	7	43
Total	2	229	364	0	0	0	521	511					0	121	0	124	1,872

All Traffic Data Services Inc.
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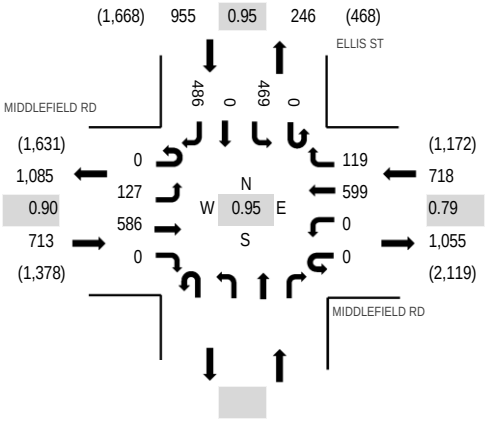
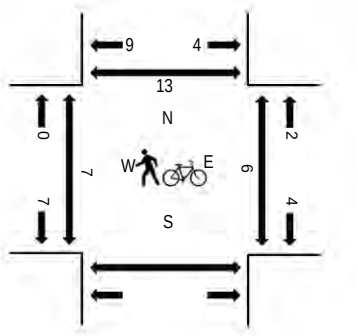
Location: 48 ELLIS ST & MIDDLEFIELD RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MIDDLEFIELD RD Eastbound				MIDDLEFIELD RD Westbound				Northbound				ELLIS ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	25	128	0	0	0	62	27					0	118	0	45	405	1,832	5	1		2
4:15 PM	0	29	120	0	0	0	86	22					0	107	0	49	413	2,011	1	3		3
4:30 PM	0	30	141	0	0	0	107	31					0	118	0	61	488	2,178	1	0		1
4:45 PM	0	22	170	0	0	0	83	36					0	162	0	53	526	2,283	0	2		3
5:00 PM	0	44	163	0	0	0	128	25					0	136	0	88	584	2,386	2	4		3
5:15 PM	0	27	126	0	0	0	150	25					0	130	0	122	580		1	0		2
5:30 PM	0	31	159	0	0	0	124	39					0	111	0	129	593		2	1		3
5:45 PM	0	25	138	0	0	0	197	30					0	92	0	147	629		2	1		1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0					0	0	0	0	1
Lights	0	121	577	0	0	0	594	117					0	465	0	484	2,358
Mediums	0	6	8	0	0	0	5	2					0	4	0	2	27
Total	0	127	586	0	0	0	599	119					0	469	0	486	2,386

All Traffic Data Services Inc.
(303) 216-2439
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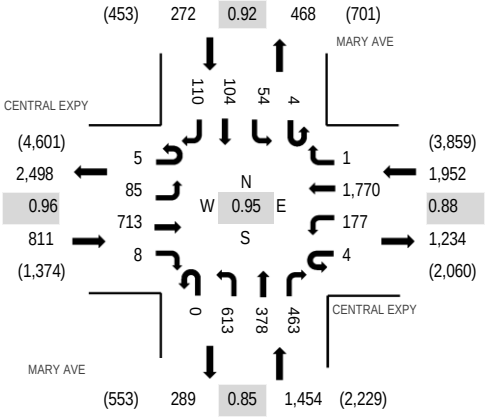
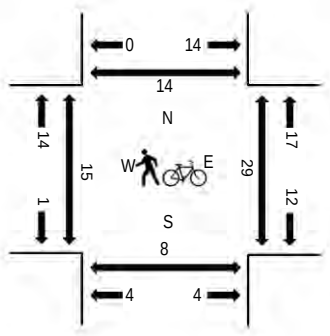
Location: 42 MARY AVE & CENTRAL EXPY AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	87	0	1	45	439	0	0	61	15	54	0	5	9	26	748	3,634	1	5	0	1
7:15 AM	0	6	108	0	2	51	569	0	0	57	19	59	0	5	13	25	914	4,024	0	1	0	0
7:30 AM	0	15	120	0	1	56	456	0	0	101	33	97	1	1	24	22	927	4,231	0	0	0	0
7:45 AM	1	14	160	0	0	57	439	0	0	135	62	112	0	11	27	27	1,045	4,489	3	2	0	1
8:00 AM	0	22	191	4	0	52	510	0	0	123	64	110	2	10	29	21	1,138	4,281	0	7	3	4
8:15 AM	4	19	169	3	2	34	396	0	0	175	125	120	2	21	22	29	1,121		6	5	1	2
8:30 AM	0	30	193	1	2	34	425	1	0	180	127	121	0	12	26	33	1,185		4	8	3	7
8:45 AM	0	31	190	0	0	40	243	4	0	97	103	79	0	17	26	7	837		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	4	0	0	0	2	1	0	0	1	0	10
Lights	4	85	705	8	4	172	1,728	1	0	609	371	457	4	53	102	107	4,410
Mediums	1	0	7	0	0	4	38	0	0	4	5	5	0	1	1	3	69
Total	5	85	713	8	4	177	1,770	1	0	613	378	463	4	54	104	110	4,489

All Traffic Data Services Inc.
(303) 216-2439
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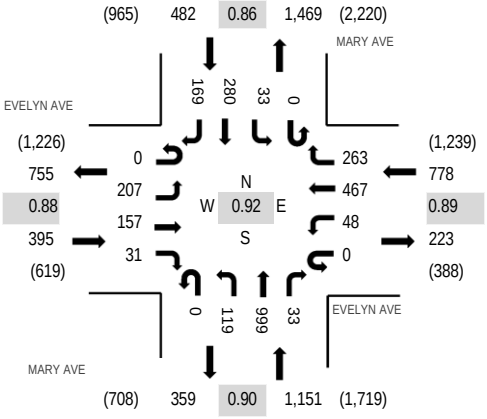
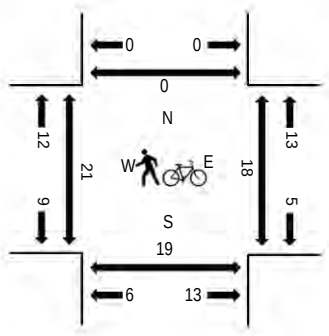
Location: 49 MARY AVE & EVELYN AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EVELYN AVE Eastbound				EVELYN AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	20	4	0	13	43	28	0	7	64	8	0	8	54	23	293	1,736	2	5	0	0
7:15 AM	0	24	16	1	0	5	60	12	0	10	93	6	0	10	74	39	350	2,128	0	2	3	0
7:30 AM	0	35	24	7	0	14	84	42	0	8	165	5	0	15	69	51	519	2,537	1	2	2	0
7:45 AM	0	38	33	1	0	22	88	50	0	15	179	8	0	12	85	43	574	2,669	0	4	4	0
8:00 AM	0	45	46	8	0	16	115	52	0	22	211	7	0	8	113	42	685	2,806	6	4	8	0
8:15 AM	0	52	48	9	0	12	128	79	0	29	279	12	0	8	65	38	759		6	4	2	0
8:30 AM	0	40	29	6	0	7	111	65	0	34	249	6	0	12	52	40	651		5	6	2	0
8:45 AM	0	70	34	8	0	13	113	67	0	34	260	8	0	5	50	49	711		3	4	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1	1	6
Lights	0	197	156	29	0	48	457	259	0	119	990	30	0	33	276	160	2,754
Mediums	0	7	1	2	0	0	9	4	0	0	9	3	0	0	3	8	46
Total	0	207	157	31	0	48	467	263	0	119	999	33	0	33	280	169	2,806

All Traffic Data Services Inc.
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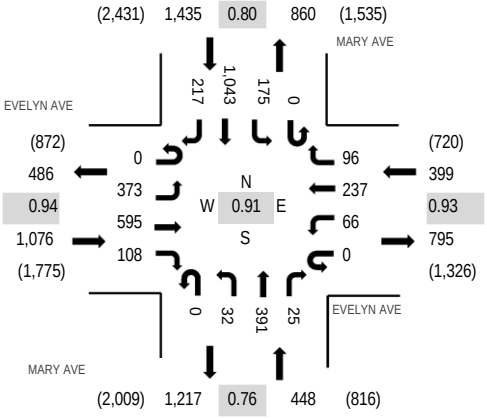
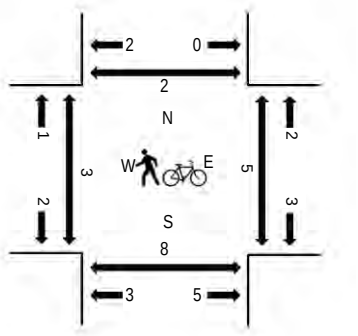
Location: 49 MARY AVE & EVELYN AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EVELYN AVE Eastbound				EVELYN AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	64	69	15	0	11	32	27	0	13	71	3	0	30	163	34	532	2,384	0	0	0	0
4:15 PM	0	64	67	14	0	7	40	21	0	6	90	7	0	41	148	53	558	2,776	0	3	3	1
4:30 PM	0	58	102	14	0	6	48	23	0	5	80	6	0	35	205	52	634	2,985	1	3	0	0
4:45 PM	0	82	126	24	0	24	60	22	0	7	73	7	0	38	161	36	660	3,205	3	4	4	0
5:00 PM	0	82	132	24	0	15	51	27	0	7	127	13	0	38	346	62	924	3,358	1	2	3	2
5:15 PM	0	87	154	29	0	12	70	22	0	8	81	4	0	52	201	47	767		0	1	1	0
5:30 PM	0	110	145	28	0	22	62	27	0	8	96	5	0	47	245	59	854		2	0	1	0
5:45 PM	0	94	164	27	0	17	54	20	0	9	87	3	0	38	251	49	813		0	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	366	588	108	0	66	233	96	0	32	387	25	0	175	1,040	216	3,332
Mediums	0	7	7	0	0	0	4	0	0	0	4	0	0	0	3	1	26
Total	0	373	595	108	0	66	237	96	0	32	391	25	0	175	1,043	217	3,358

All Traffic Data Services Inc.
(303) 216-2439
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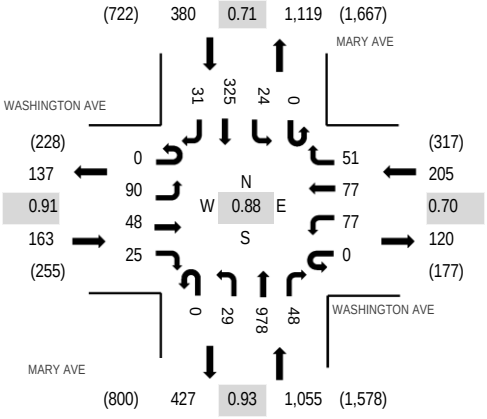
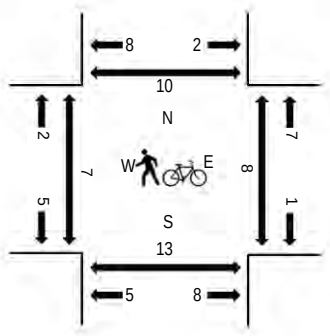
Location: 50 MARY AVE & WASHINGTON AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WASHINGTON AVE Eastbound				WASHINGTON AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	3	5	0	6	3	6	0	5	66	2	0	2	49	9	164	1,069	7	0	1	1
7:15 AM	0	7	3	11	0	7	8	12	0	2	93	1	0	3	70	5	222	1,420	0	1	3	1
7:30 AM	0	9	5	7	0	12	10	7	0	8	151	5	0	4	86	9	313	1,651	0	0	1	0
7:45 AM	0	18	11	5	0	21	13	7	0	13	164	13	0	5	94	6	370	1,736	4	1	7	2
8:00 AM	0	21	17	7	0	37	22	15	0	6	226	11	0	12	127	14	515	1,803	2	0	1	1
8:15 AM	0	27	7	7	0	18	18	15	0	13	257	13	0	5	67	6	453		1	0	2	5
8:30 AM	0	19	10	4	0	10	20	11	0	4	231	14	0	2	66	7	398		3	3	9	0
8:45 AM	0	23	14	7	0	12	17	10	0	6	264	10	0	5	65	4	437		1	0	1	2

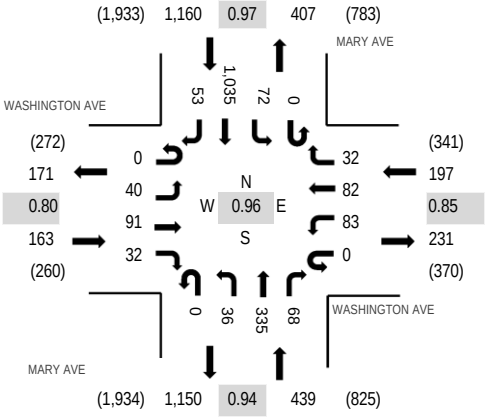
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	90	46	25	0	76	75	51	0	28	971	48	0	24	320	31	1,785
Mediums	0	0	2	0	0	1	2	0	0	1	7	0	0	0	5	0	18
Total	0	90	48	25	0	77	77	51	0	29	978	48	0	24	325	31	1,803

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

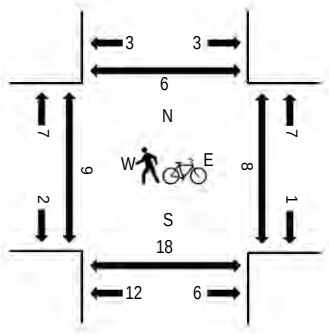
Location: 50 MARY AVE & WASHINGTON AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WASHINGTON AVE Eastbound				WASHINGTON AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	4	3	0	10	11	12	0	7	74	14	0	7	160	4	316	1,400	0	1	0	4
4:15 PM	0	8	12	3	0	16	14	6	0	7	92	13	0	11	142	12	336	1,588	1	1	3	0
4:30 PM	0	8	13	8	0	15	12	7	0	2	51	12	0	10	192	4	334	1,700	4	1	4	2
4:45 PM	0	7	16	5	0	19	13	9	0	7	92	15	0	12	211	8	414	1,876	2	1	5	2
5:00 PM	0	15	19	9	0	21	16	9	0	12	90	15	0	22	263	13	504	1,959	3	2	2	0
5:15 PM	0	12	17	6	0	23	16	3	0	7	70	23	0	11	249	11	448		3	2	6	1
5:30 PM	0	11	25	15	0	14	31	13	0	6	84	15	0	18	262	16	510		1	3	6	1
5:45 PM	0	2	30	2	0	25	19	7	0	11	91	15	0	21	261	13	497		2	1	4	1

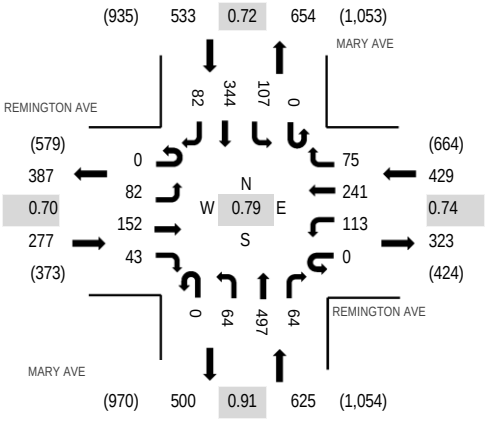
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	40	90	32	0	83	81	32	0	35	334	68	0	71	1,032	53	1,951
Mediums	0	0	1	0	0	0	1	0	0	1	1	0	0	1	3	0	8
Total	0	40	91	32	0	83	82	32	0	36	335	68	0	72	1,035	53	1,959

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

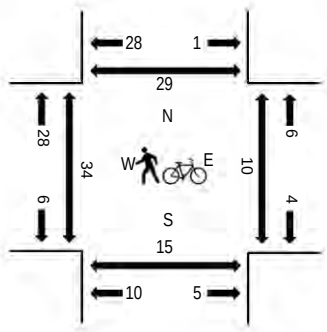
Location: 51 MARY AVE & REMINGTON AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REMINGTON AVE Eastbound				REMINGTON AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	4	8	0	13	17	2	0	2	28	3	0	3	55	3	138	1,203	0	0	0	0
7:15 AM	0	1	10	10	0	23	23	10	0	10	51	8	0	4	145	4	299	1,657	1	0	0	2
7:30 AM	0	0	12	11	0	18	49	9	0	20	127	7	0	10	81	13	357	1,857	0	0	0	1
7:45 AM	0	7	23	7	0	30	51	28	0	23	138	7	0	15	64	16	409	1,864	7	2	3	4
8:00 AM	0	25	53	13	0	36	92	17	0	24	116	21	0	48	102	45	592	1,823	21	5	5	14
8:15 AM	0	38	49	13	0	31	53	16	0	8	106	20	0	42	105	18	499		3	1	4	0
8:30 AM	0	12	27	10	0	16	45	14	0	9	137	16	0	2	73	3	364		2	0	1	0
8:45 AM	0	17	13	10	0	28	33	10	0	14	144	15	0	12	68	4	368		3	1	1	1

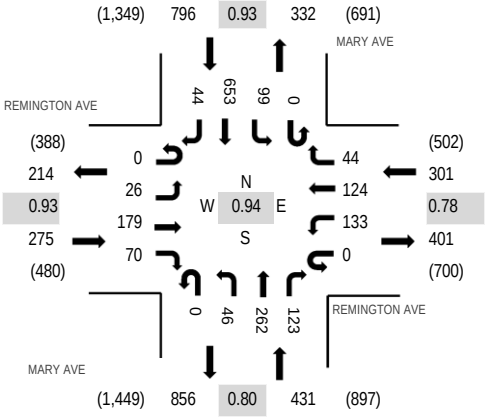
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	82	150	40	0	109	239	75	0	62	491	64	0	105	342	82	1,841
Mediums	0	0	2	3	0	4	2	0	0	2	6	0	0	2	2	0	23
Total	0	82	152	43	0	113	241	75	0	64	497	64	0	107	344	82	1,864

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

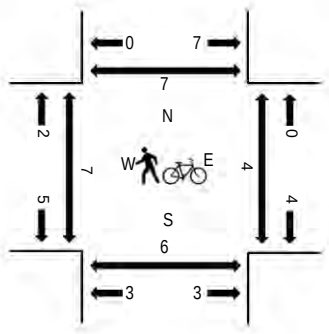
Location: 51 MARY AVE & REMINGTON AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REMINGTON AVE Eastbound				REMINGTON AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	25	14	0	22	27	4	0	16	103	27	0	16	94	6	354	1,425	2	0	0	0
4:15 PM	0	4	28	15	0	16	21	9	0	12	63	26	0	11	99	8	312	1,493	4	0	6	0
4:30 PM	0	2	29	16	0	19	28	7	0	9	72	25	0	15	102	9	333	1,662	1	1	2	1
4:45 PM	0	9	46	17	0	27	18	3	0	7	83	23	0	28	152	13	426	1,789	6	0	3	4
5:00 PM	0	4	47	21	0	30	31	7	0	12	64	33	0	31	134	8	422	1,803	1	1	4	3
5:15 PM	0	4	52	20	0	29	23	11	0	19	80	31	0	26	174	12	481		2	2	0	1
5:30 PM	0	12	41	9	0	40	40	17	0	9	63	32	0	19	171	7	460		0	1	0	0
5:45 PM	0	6	39	20	0	34	30	9	0	6	55	27	0	23	174	17	440		4	0	2	0

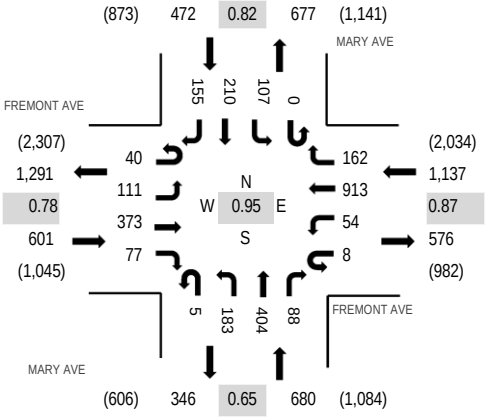
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	26	179	66	0	131	123	44	0	45	261	116	0	99	651	44	1,785
Mediums	0	0	0	4	0	2	1	0	0	1	1	7	0	0	2	0	18
Total	0	26	179	70	0	133	124	44	0	46	262	123	0	99	653	44	1,803

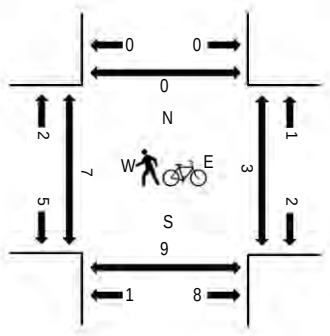
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 28 MARY AVE & FREMONT AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	10	15	50	1	1	6	133	12	0	17	12	2	0	10	15	24	308	2,297	0	1	0	1
7:15 AM	16	13	52	7	1	13	154	18	0	25	34	10	0	6	104	35	488	2,749	0	1	1	2
7:30 AM	9	22	83	19	1	20	269	34	0	34	96	12	0	13	105	31	748	2,890	0	1	0	0
7:45 AM	7	30	93	15	0	9	209	31	0	70	161	35	0	30	31	32	753	2,800	0	0	0	0
8:00 AM	16	38	121	19	5	17	238	65	5	37	75	24	0	29	25	46	760	2,739	3	1	0	0
8:15 AM	8	21	76	24	2	8	197	32	0	42	72	17	0	35	49	46	629		4	0	2	0
8:30 AM	11	28	78	11	9	9	224	42	3	33	99	15	0	22	32	42	658		4	0	1	0
8:45 AM	6	38	95	13	2	11	207	55	3	36	98	17	0	36	32	43	692		3	0	3	1

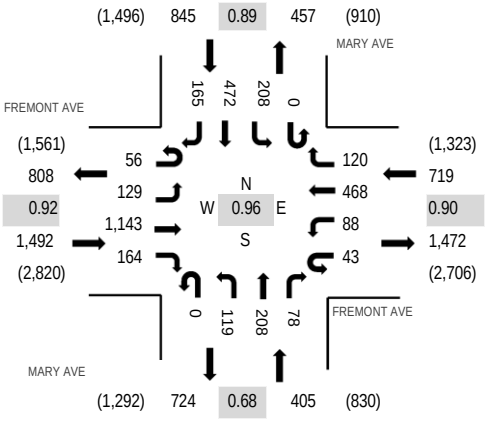
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	5
Lights	39	111	370	76	8	53	906	159	5	180	403	88	0	107	206	151	2,862
Mediums	1	0	2	1	0	1	4	2	0	3	1	0	0	0	4	4	23
Total	40	111	373	77	8	54	913	162	5	183	404	88	0	107	210	155	2,890

All Traffic Data
Services Inc.
(303) 216-2439
www.alltrafficdata.net

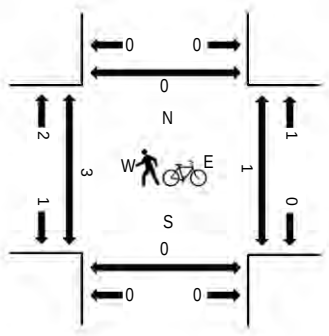
Location: 28 MARY AVE & FREMONT AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	15	32	248	47	6	19	92	29	0	54	85	18	0	45	67	37	794	3,008	1	0	0	1
4:15 PM	16	37	224	47	7	24	108	26	0	18	45	19	0	38	65	23	697	3,035	5	4	1	0
4:30 PM	15	36	229	33	6	13	101	20	0	43	42	14	0	42	80	32	706	3,175	5	6	2	0
4:45 PM	19	39	256	35	6	19	108	20	0	21	42	24	0	52	119	51	811	3,367	1	4	0	0
5:00 PM	22	37	295	51	10	22	101	38	0	18	37	19	0	45	87	39	821	3,461	0	0	0	0
5:15 PM	14	32	253	41	7	19	100	33	0	31	57	13	0	60	131	46	837		1	0	0	0
5:30 PM	9	31	301	38	8	22	133	26	0	31	58	27	0	43	139	32	898		1	0	0	0
5:45 PM	11	29	294	34	18	25	134	23	0	39	56	19	0	60	115	48	905		0	0	0	0

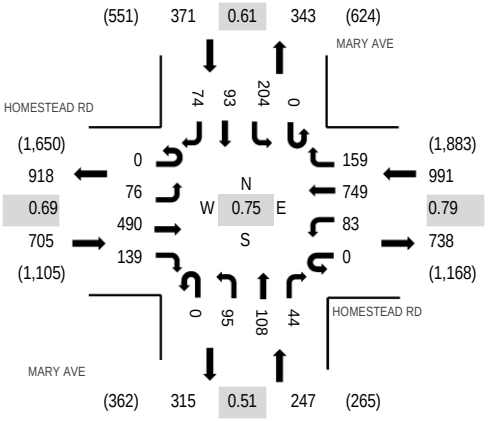
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	56	128	1,137	164	43	87	467	118	0	118	207	77	0	206	471	163	3,442
Mediums	0	1	6	0	0	1	1	2	0	1	1	1	0	2	1	2	19
Total	56	129	1,143	164	43	88	468	120	0	119	208	78	0	208	472	165	3,461

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

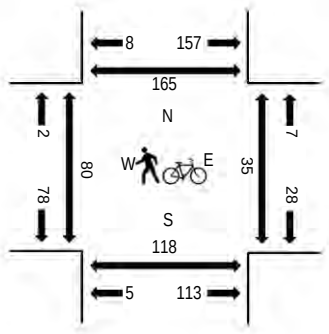
Location: 55 MARY AVE & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	33	4	0	21	111	16	0	3	3	0	0	12	9	9	223	2,077	2	3	1	2
7:15 AM	0	6	70	49	0	33	138	23	0	16	39	7	0	39	49	14	483	2,314	14	14	16	11
7:30 AM	0	19	153	82	0	37	179	33	0	55	48	17	0	87	39	27	776	2,231	59	16	91	146
7:45 AM	0	26	130	7	0	8	275	48	0	23	18	17	0	27	3	13	595	1,911	3	2	7	4
8:00 AM	0	25	137	1	0	5	157	55	0	1	3	3	0	51	2	20	460	1,727	1	0	2	1
8:15 AM	0	13	84	3	0	1	183	57	0	2	3	0	0	34	3	17	400		1	0	1	1
8:30 AM	0	25	102	0	0	4	188	69	0	0	6	1	0	46	2	13	456		1	1	1	2
8:45 AM	0	39	95	0	0	0	194	48	0	0	0	0	0	23	0	12	411		2	1	1	3

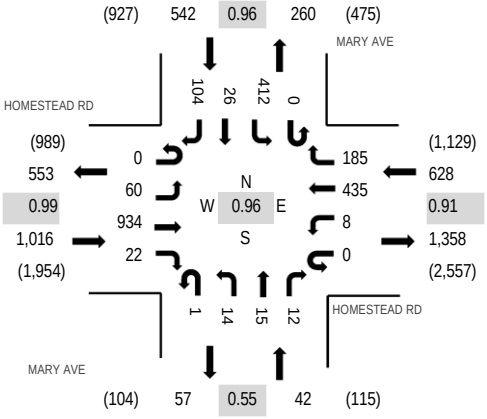
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	75	478	139	0	83	730	156	0	95	108	44	0	200	93	74	2,275
Mediums	0	1	10	0	0	0	18	3	0	0	0	0	0	4	0	0	36
Total	0	76	490	139	0	83	749	159	0	95	108	44	0	204	93	74	2,314

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

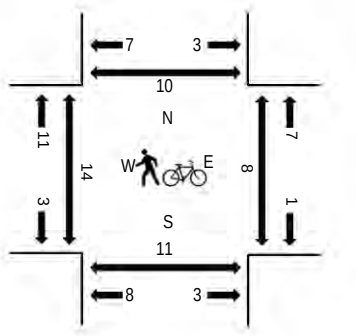
Location: 55 MARY AVE & HOMESTEAD RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				MARY AVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	14	189	5	0	4	95	26	0	6	15	12	0	75	8	18	467	1,897	1	8	10	2
4:15 PM	0	16	220	2	0	1	84	32	0	3	6	8	0	73	10	13	468	1,964	2	2	3	0
4:30 PM	0	15	217	0	0	0	97	44	0	4	3	3	0	69	2	19	473	2,072	1	2	2	0
4:45 PM	0	9	247	4	0	5	78	35	0	4	0	9	0	77	6	15	489	2,180	0	2	0	3
5:00 PM	0	16	230	6	0	1	100	31	0	5	1	3	0	114	3	24	534	2,228	0	1	2	2
5:15 PM	0	19	237	3	0	2	111	59	1	2	0	3	0	107	6	26	576		1	1	3	2
5:30 PM	0	15	238	2	0	2	117	49	0	7	13	4	0	98	4	32	581		6	2	1	5
5:45 PM	0	10	229	11	0	3	107	46	0	0	1	2	0	93	13	22	537		2	2	3	1

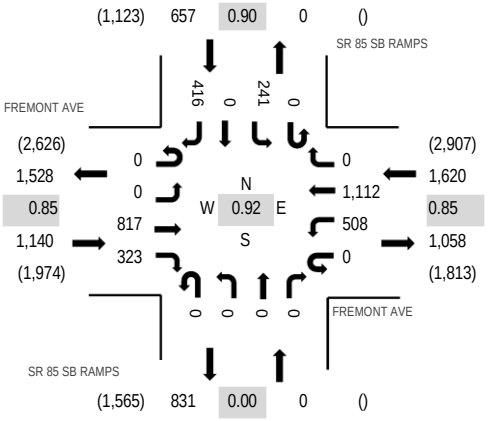
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	60	929	22	0	8	434	184	1	14	15	12	0	410	26	104	2,219
Mediums	0	0	5	0	0	0	1	1	0	0	0	0	0	2	0	0	9
Total	0	60	934	22	0	8	435	185	1	14	15	12	0	412	26	104	2,228

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

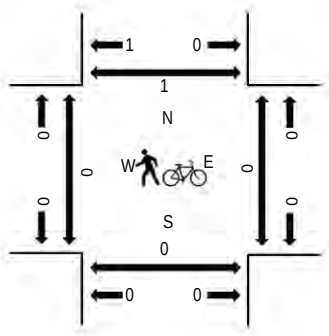
Location: 26 SR 85 SB RAMPS & FREMONT AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				SR 85 SB RAMPS Northbound				SR 85 SB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	92	49	0	86	163	0	0	0	0	0	0	34	0	72	496	2,882	0	0	0	0
7:15 AM	0	0	114	51	0	91	225	0	0	0	0	0	0	39	0	87	607	3,273	0	0	1	2
7:30 AM	0	0	181	107	0	96	300	0	0	0	0	0	0	40	0	129	853	3,417	0	0	0	0
7:45 AM	0	0	209	57	0	126	351	0	0	0	0	0	0	44	0	139	926	3,337	0	0	0	0
8:00 AM	0	0	252	82	0	136	245	0	0	0	0	0	0	76	0	96	887	3,122	0	0	0	0
8:15 AM	0	0	175	77	0	150	216	0	0	0	0	0	0	81	0	52	751		0	0	0	1
8:30 AM	0	0	194	87	0	149	225	0	0	0	0	0	0	63	2	53	773		0	0	0	1
8:45 AM	0	0	162	85	0	134	214	0	0	0	0	0	0	57	0	59	711		0	0	0	0

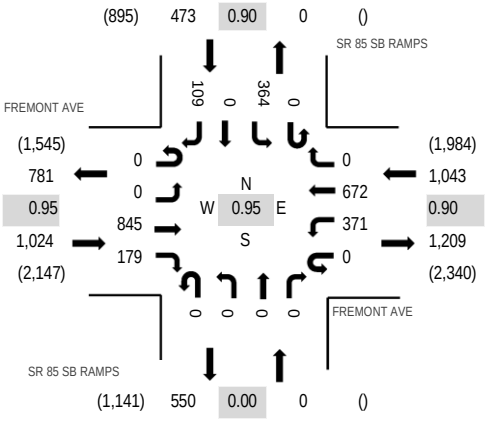
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	813	315	0	505	1,100	0	0	0	0	0	0	234	0	409	3,376
Mediums	0	0	4	8	0	3	12	0	0	0	0	0	0	7	0	7	41
Total	0	0	817	323	0	508	1,112	0	0	0	0	0	0	241	0	416	3,417

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

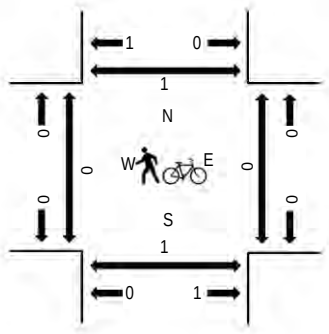
Location: 26 SR 85 SB RAMPS & FREMONT AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				SR 85 SB RAMPS Northbound				SR 85 SB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	202	83	0	100	152	0	0	0	0	0	0	76	0	43	656	2,486	0	0	0	0
4:15 PM	0	0	196	77	0	76	146	0	0	0	0	0	0	72	1	38	606	2,475	0	0	0	1
4:30 PM	0	0	222	73	0	68	159	0	0	0	0	0	0	60	0	22	604	2,497	0	0	1	0
4:45 PM	0	0	222	48	0	65	175	0	0	0	0	0	0	81	0	29	620	2,490	0	0	1	0
5:00 PM	0	0	219	45	0	90	159	0	0	0	0	0	0	96	0	36	645	2,540	0	0	0	0
5:15 PM	0	0	213	58	0	90	164	0	0	0	0	0	0	82	0	21	628		0	0	0	1
5:30 PM	0	0	187	43	0	92	158	0	0	0	0	0	0	91	0	26	597		0	0	0	0
5:45 PM	0	0	226	33	0	99	191	0	0	0	0	0	0	95	0	26	670		0	0	0	0

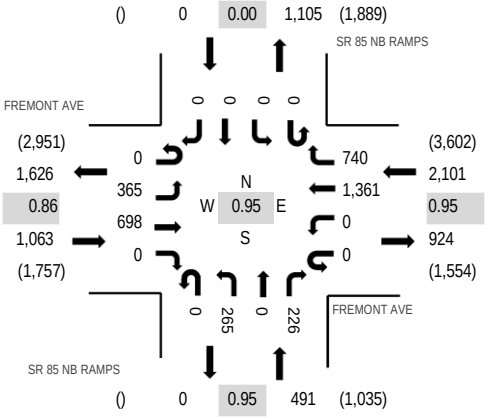
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	838	178	0	367	669	0	0	0	0	0	0	363	0	105	2,520
Mediums	0	0	6	1	0	4	3	0	0	0	0	0	0	1	0	4	19
Total	0	0	845	179	0	371	672	0	0	0	0	0	0	364	0	109	2,540

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

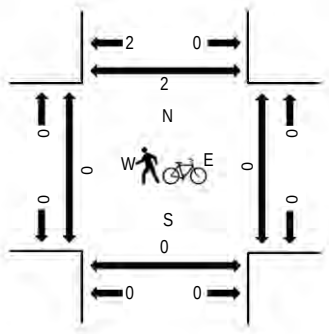
Location: 27 SR 85 NB RAMPS & FREMONT AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				SR 85 NB RAMPS Northbound				SR 85 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	73	48	0	0	0	180	109	0	72	0	61	0	0	0	0	543	2,939	0	0	0	0
7:15 AM	0	66	80	0	0	0	218	108	0	99	0	53	0	0	0	0	624	3,361	0	0	2	1
7:30 AM	0	88	128	0	0	0	298	145	0	99	0	57	0	0	0	0	815	3,588	0	0	0	0
7:45 AM	0	89	156	0	0	0	388	167	0	90	0	67	0	0	0	0	957	3,655	0	0	0	0
8:00 AM	0	93	217	0	0	0	333	194	0	65	0	63	0	0	0	0	965	3,455	0	0	0	0
8:15 AM	0	89	163	0	0	0	319	177	0	54	0	49	0	0	0	0	851		0	0	0	1
8:30 AM	0	94	162	0	0	0	321	202	0	56	0	47	0	0	0	0	882		0	0	0	1
8:45 AM	1	56	154	0	0	0	304	139	0	54	0	49	0	0	0	0	757		0	0	0	0

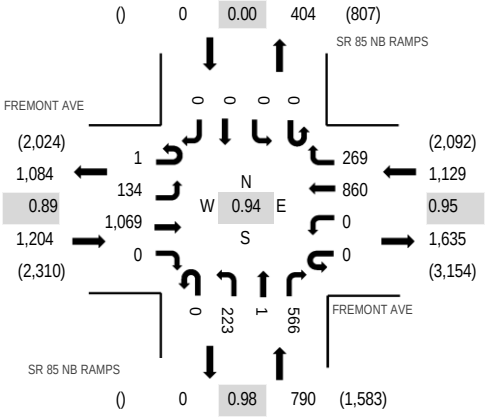
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	3
Lights	0	363	696	0	0	0	1,345	738	0	265	0	222	0	0	0	0	3,629
Mediums	0	2	2	0	0	0	15	1	0	0	0	3	0	0	0	0	23
Total	0	365	698	0	0	0	1,361	740	0	265	0	226	0	0	0	0	3,655

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

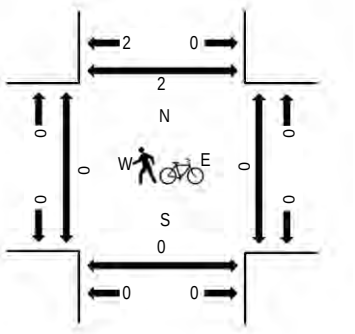
Location: 27 SR 85 NB RAMPS & FREMONT AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				SR 85 NB RAMPS Northbound				SR 85 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	41	233	0	0	0	194	59	0	56	0	145	0	0	0	0	728	2,862	0	0	0	0
4:15 PM	0	52	213	0	0	0	162	64	0	58	0	143	0	0	0	0	692	2,943	0	0	0	1
4:30 PM	1	39	233	0	0	0	172	70	0	55	0	133	0	0	0	0	703	3,015	0	0	0	0
4:45 PM	0	23	271	0	0	0	187	55	0	55	0	148	0	0	0	0	739	3,035	0	0	0	0
5:00 PM	0	44	294	0	0	0	211	77	0	45	0	138	0	0	0	0	809	3,123	0	0	0	0
5:15 PM	0	37	242	0	0	0	223	74	0	47	0	141	0	0	0	0	764		0	0	0	2
5:30 PM	0	27	246	0	0	0	201	58	0	47	1	143	0	0	0	0	723		0	0	0	0
5:45 PM	1	26	287	0	0	0	225	60	0	84	0	144	0	0	0	0	827		0	0	0	0

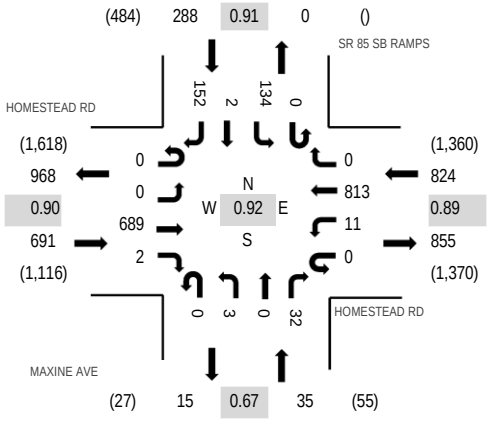
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	130	1,063	0	0	0	855	268	0	221	1	564	0	0	0	0	3,103
Mediums	0	4	5	0	0	0	5	1	0	2	0	2	0	0	0	0	19
Total	1	134	1,069	0	0	0	860	269	0	223	1	566	0	0	0	0	3,123

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

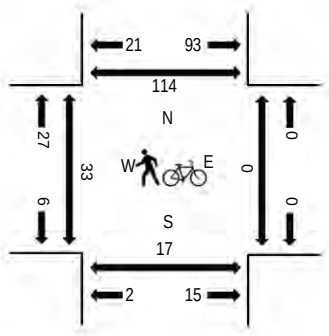
Location: 53 MAXINE AVE & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				MAXINE AVE Northbound				SR 85 SB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	42	0	0	0	69	0	0	0	0	3	0	8	0	11	133	1,333	0	0	0	1
7:15 AM	0	0	83	1	0	0	123	0	1	0	0	3	0	22	0	13	246	1,674	0	0	7	2
7:30 AM	0	0	173	0	0	1	195	0	0	0	0	8	0	65	0	14	456	1,838	1	0	9	7
7:45 AM	0	0	191	2	0	3	229	0	0	1	0	4	0	32	0	36	498	1,787	24	0	0	55
8:00 AM	0	0	181	0	0	3	206	0	0	0	0	9	0	16	0	59	474	1,682	3	0	1	23
8:15 AM	0	0	144	0	0	4	183	0	0	2	0	11	0	21	2	43	410		2	0	5	4
8:30 AM	0	0	158	2	0	2	166	0	0	0	0	7	0	25	0	45	405		0	0	1	2
8:45 AM	0	0	136	3	0	2	174	0	0	3	0	3	0	25	1	46	393		0	0	3	1

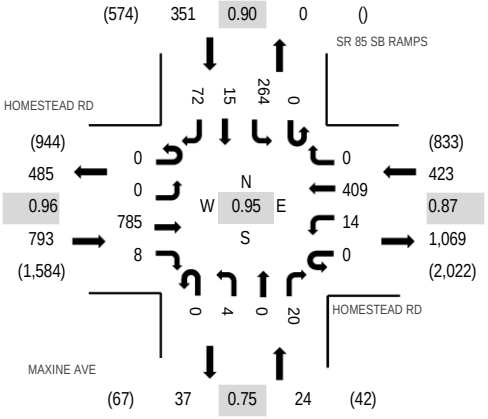
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Lights	0	0	679	2	0	11	799	0	0	3	0	32	0	130	2	142	1,800
Mediums	0	0	9	0	0	0	14	0	0	0	0	0	0	3	0	10	36
Total	0	0	689	2	0	11	813	0	0	3	0	32	0	134	2	152	1,838

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

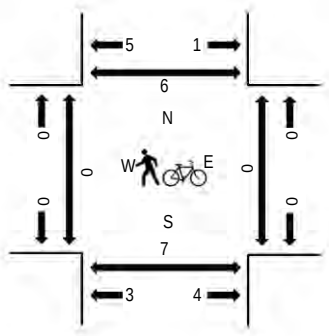
Location: 53 MAXINE AVE & HOMESTEAD RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				MAXINE AVE Northbound				SR 85 SB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	192	4	0	3	118	0	0	0	0	1	0	22	1	12	353	1,458	4	0	4	12
4:15 PM	0	0	208	1	0	2	91	0	0	1	0	1	0	26	4	12	346	1,478	0	0	3	2
4:30 PM	0	0	215	2	0	3	75	0	0	0	0	5	0	32	0	10	342	1,520	1	0	3	4
4:45 PM	0	0	220	1	0	5	108	0	0	1	0	3	0	59	2	18	417	1,591	0	0	1	5
5:00 PM	0	0	199	2	0	1	95	0	0	0	0	5	0	54	4	13	373	1,575	0	0	0	0
5:15 PM	0	0	185	2	0	4	87	0	0	1	0	6	0	74	6	23	388		0	0	5	1
5:30 PM	0	0	181	3	0	4	119	0	0	2	0	6	0	77	3	18	413		0	0	1	0
5:45 PM	0	0	167	2	0	4	114	0	0	4	0	6	0	78	4	22	401		0	0	0	2

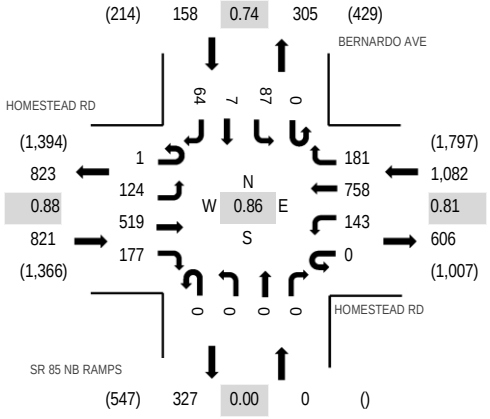
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	781	8	0	14	408	0	0	4	0	20	0	263	15	72	1,585
Mediums	0	0	4	0	0	0	1	0	0	0	0	0	0	1	0	0	6
Total	0	0	785	8	0	14	409	0	0	4	0	20	0	264	15	72	1,591

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

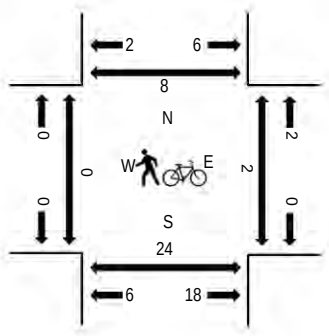
Location: 54 SR 85 NB RAMPS & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				SR 85 NB RAMPS Northbound				BERNARDO AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	31	16	0	22	93	4	0	0	0	0	0	2	0	3	172	1,677	0	0	0	0
7:15 AM	0	10	105	23	0	34	120	14	0	0	0	0	0	10	1	6	323	2,012	0	0	8	0
7:30 AM	1	19	188	26	0	52	201	41	0	0	0	0	0	41	2	11	582	2,061	0	2	12	1
7:45 AM	0	70	115	43	0	39	218	78	0	0	0	0	0	18	4	15	600	1,896	0	0	4	1
8:00 AM	0	24	117	50	0	29	178	57	0	0	0	0	0	26	1	25	507	1,700	0	0	1	6
8:15 AM	0	11	99	58	0	23	161	5	0	0	0	0	0	2	0	13	372		0	0	5	0
8:30 AM	0	25	124	42	0	31	163	16	0	0	0	0	0	3	0	13	417		0	0	1	2
8:45 AM	1	20	125	22	0	28	156	34	0	0	0	0	0	1	1	16	404		0	0	2	1

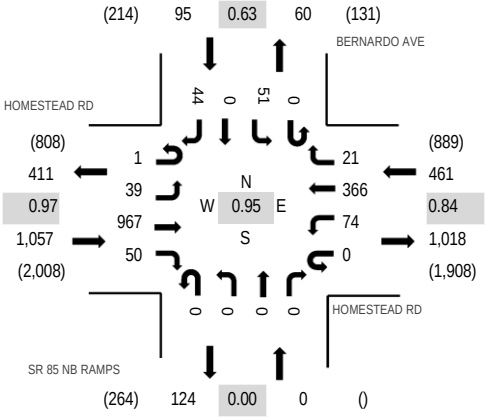
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	1	121	509	176	0	143	744	177	0	0	0	0	0	83	7	62	2,023
Mediums	0	2	8	1	0	0	14	4	0	0	0	0	0	4	0	2	35
Total	1	124	519	177	0	143	758	181	0	0	0	0	0	87	7	64	2,061

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

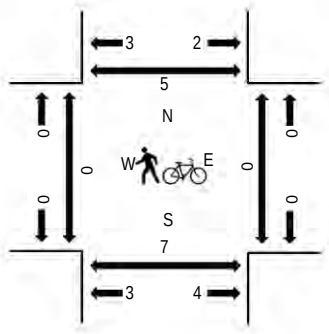
Location: 54 SR 85 NB RAMPS & HOMESTEAD RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				SR 85 NB RAMPS Northbound				BERNARDO AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	14	168	24	0	18	93	15	0	0	0	0	0	16	4	25	378	1,502	0	0	7	0
4:15 PM	0	6	213	20	0	14	70	3	0	0	0	0	0	12	0	9	347	1,519	0	0	2	1
4:30 PM	0	9	224	17	0	18	81	7	0	0	0	0	0	14	1	11	382	1,571	0	0	3	2
4:45 PM	0	13	248	12	0	15	84	1	0	0	0	0	0	10	0	12	395	1,613	0	0	0	1
5:00 PM	1	7	242	18	0	13	79	9	0	0	0	0	0	17	0	9	395	1,609	0	0	1	0
5:15 PM	0	8	233	11	0	25	92	3	0	0	0	0	0	15	0	12	399		0	0	4	1
5:30 PM	0	11	244	9	0	21	111	8	0	0	0	0	0	9	0	11	424		0	0	2	0
5:45 PM	0	14	230	11	0	13	93	3	0	0	0	0	0	13	0	14	391		0	0	0	0

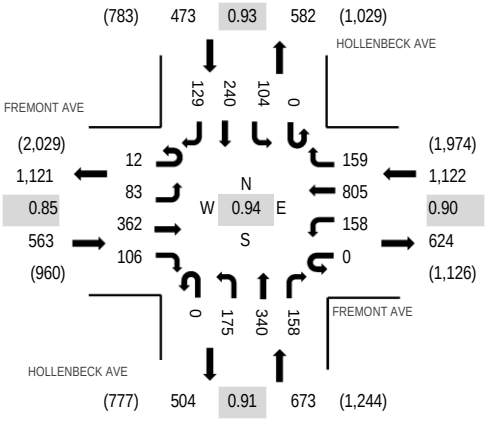
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	39	959	49	0	74	365	21	0	0	0	0	0	51	0	44	1,603
Mediums	0	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	10
Total	1	39	967	50	0	74	366	21	0	0	0	0	0	51	0	44	1,613

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

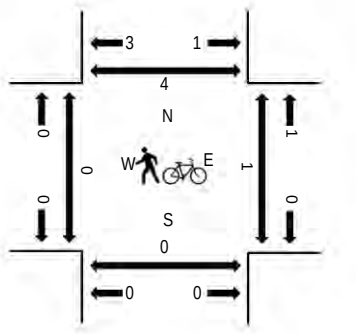
Location: 52 HOLLENBECK AVE & FREMONT AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				HOLLENBECK AVE Northbound				HOLLENBECK AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	7	47	4	0	9	116	21	0	32	19	20	0	9	22	15	322	2,221	0	2	6	1
7:15 AM	0	11	53	6	0	11	133	45	0	37	43	21	0	22	58	25	465	2,605	0	0	1	1
7:30 AM	7	15	70	28	0	36	198	59	0	36	74	31	0	15	79	33	681	2,831	0	0	0	0
7:45 AM	1	22	89	29	0	51	210	52	0	42	88	51	0	33	59	26	753	2,803	0	0	0	0
8:00 AM	1	23	118	27	0	33	195	29	0	54	73	38	0	30	50	35	706	2,740	0	0	0	1
8:15 AM	3	23	85	22	0	38	202	19	0	43	105	38	0	26	52	35	691		0	1	0	1
8:30 AM	2	15	100	14	0	28	199	23	0	60	90	43	0	20	36	23	653		0	2	1	3
8:45 AM	0	15	95	27	0	26	198	43	0	40	115	51	0	21	32	27	690		0	0	0	0

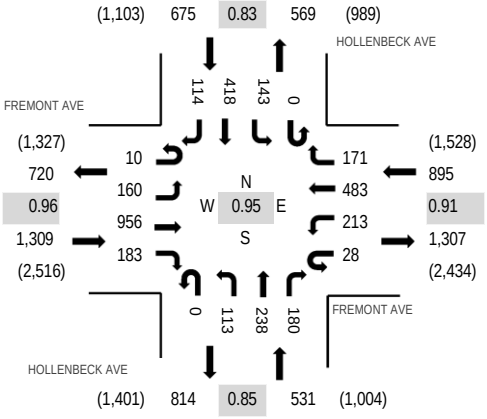
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
Lights	12	83	358	106	0	156	792	156	0	175	335	155	0	104	235	129	2,796
Mediums	0	0	3	0	0	2	9	3	0	0	5	3	0	0	5	0	30
Total	12	83	362	106	0	158	805	159	0	175	340	158	0	104	240	129	2,831

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

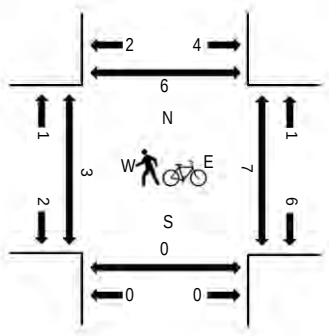
Location: 52 HOLLENBECK AVE & FREMONT AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				HOLLENBECK AVE Northbound				HOLLENBECK AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	3	42	214	46	0	27	92	19	0	17	71	43	0	13	63	24	674	2,741	1	0	1	1
4:15 PM	0	28	194	46	4	36	109	17	0	15	60	47	0	25	55	21	657	2,872	0	0	0	0
4:30 PM	2	23	221	47	1	28	109	16	0	20	48	34	0	16	67	17	649	3,059	2	0	0	0
4:45 PM	2	33	256	50	0	32	132	11	0	25	52	41	0	18	90	19	761	3,276	1	0	0	0
5:00 PM	2	43	225	41	2	57	91	23	0	37	65	54	0	23	122	20	805	3,410	0	0	0	3
5:15 PM	1	33	267	45	13	52	121	50	0	30	61	37	0	28	92	14	844		1	7	0	1
5:30 PM	1	39	241	43	5	53	129	53	0	27	56	47	0	42	98	32	866		1	0	0	0
5:45 PM	6	45	223	54	8	51	142	45	0	19	56	42	0	50	106	48	895		0	0	0	0

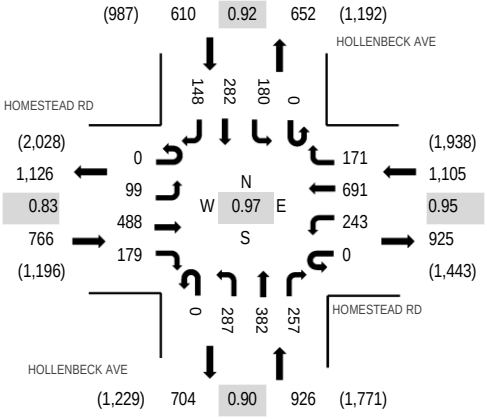
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	10	158	953	180	28	213	481	169	0	113	236	180	0	143	415	114	3,393
Mediums	0	2	2	3	0	0	2	2	0	0	2	0	0	0	3	0	16
Total	10	160	956	183	28	213	483	171	0	113	238	180	0	143	418	114	3,410

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

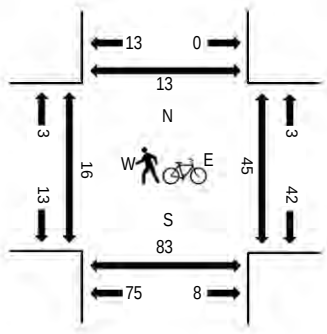
Location: 56 HOLLENBECK AVE & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				HOLLENBECK AVE Northbound				HOLLENBECK AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	33	20	0	27	98	23	0	33	29	23	0	20	32	8	347	2,552	0	5	2	3
7:15 AM	0	15	46	19	0	30	158	22	0	47	47	30	0	21	29	34	498	3,071	5	13	10	8
7:30 AM	0	37	115	29	0	36	195	56	0	64	87	48	0	40	40	82	829	3,407	8	31	65	12
7:45 AM	0	28	130	50	0	60	188	43	0	65	83	65	0	65	66	35	878	3,403	4	3	5	0
8:00 AM	0	23	148	59	0	69	145	32	0	76	85	72	0	43	95	19	866	3,340	0	9	10	0
8:15 AM	0	11	95	41	0	78	163	40	0	82	127	72	0	32	81	12	834		1	2	3	0
8:30 AM	0	13	92	51	0	68	137	31	0	112	145	64	0	32	68	12	825		3	8	3	1
8:45 AM	0	13	75	52	0	52	143	44	0	108	157	50	0	32	77	12	815		3	0	4	1

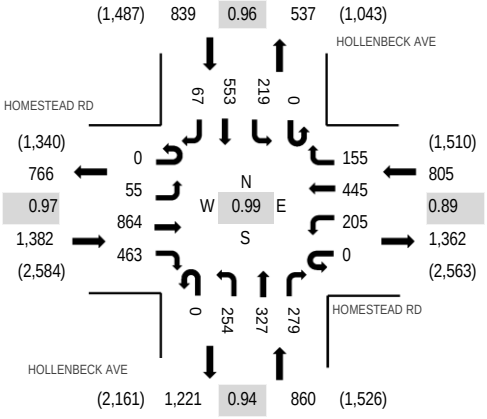
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	99	478	173	0	234	675	168	0	284	377	253	0	179	279	145	3,344
Mediums	0	0	10	6	0	9	16	3	0	3	5	4	0	1	3	3	63
Total	0	99	488	179	0	243	691	171	0	287	382	257	0	180	282	148	3,407

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

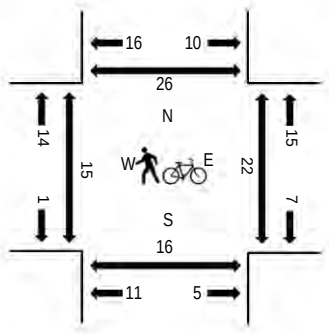
Location: 56 HOLLENBECK AVE & HOMESTEAD RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				HOLLENBECK AVE Northbound				HOLLENBECK AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	35	190	62	0	52	79	40	0	42	53	64	0	42	105	17	781	3,221	56	33	33	29
4:15 PM	0	16	195	82	0	38	83	49	0	41	84	55	0	43	89	15	790	3,406	11	10	9	11
4:30 PM	0	16	200	87	0	61	91	35	0	44	53	51	0	47	79	14	778	3,587	4	9	12	13
4:45 PM	0	14	207	98	0	59	82	36	0	55	75	49	0	58	128	11	872	3,789	9	4	18	5
5:00 PM	0	17	234	107	0	43	109	32	0	63	82	62	0	52	144	21	966	3,886	1	7	1	11
5:15 PM	0	13	209	133	0	53	108	36	0	50	81	70	0	61	140	17	971		6	3	9	6
5:30 PM	0	16	219	112	0	51	109	38	0	68	93	68	0	51	137	18	980		2	2	2	2
5:45 PM	0	9	202	111	0	58	119	49	0	73	71	79	0	55	132	11	969		4	7	1	7

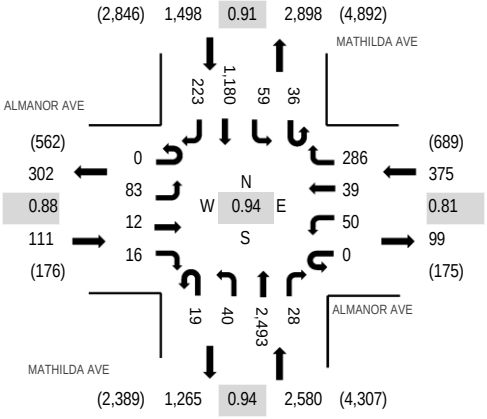
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	54	855	462	0	202	445	155	0	253	325	277	0	219	549	67	3,863
Mediums	0	1	9	1	0	3	0	0	0	1	2	2	0	0	4	0	23
Total	0	55	864	463	0	205	445	155	0	254	327	279	0	219	553	67	3,886

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

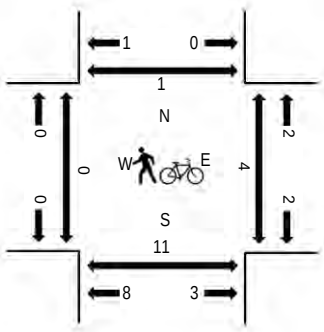
Location: 12 MATHILDA AVE & ALMANOR AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALMANOR AVE Eastbound				ALMANOR AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	0	1	0	11	2	68	3	1	290	4	3	11	232	54	688	3,455	0	1	8	0
7:15 AM	0	13	2	1	0	13	6	57	3	4	346	9	4	12	240	47	757	3,837	0	3	4	0
7:30 AM	0	12	1	3	0	10	7	60	3	3	451	6	7	12	254	46	875	4,227	0	5	3	1
7:45 AM	0	14	4	5	0	13	11	92	3	4	602	7	9	18	311	42	1,135	4,564	0	0	2	0
8:00 AM	0	20	2	3	0	12	7	69	5	8	582	6	10	16	279	51	1,070	4,563	0	3	6	0
8:15 AM	0	26	2	4	0	8	11	51	5	13	655	4	11	15	285	57	1,147		0	0	3	0
8:30 AM	0	23	4	4	0	17	10	74	6	15	654	11	6	10	305	73	1,212		0	1	0	0
8:45 AM	0	18	0	6	0	14	10	56	2	10	584	8	17	11	328	70	1,134		0	0	4	0

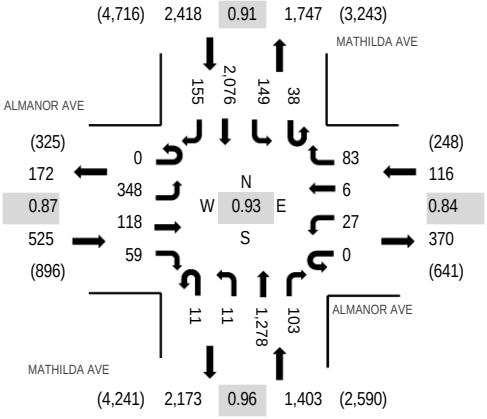
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	9	0	0	1	7	0	19
Lights	0	76	12	16	0	49	39	284	19	40	2,459	28	36	55	1,148	221	4,482
Mediums	0	5	0	0	0	1	0	2	0	0	25	0	0	3	25	2	63
Total	0	83	12	16	0	50	39	286	19	40	2,493	28	36	59	1,180	223	4,564

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

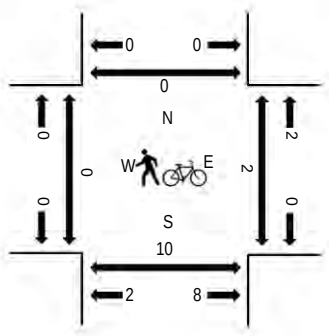
Location: 12 MATHILDA AVE & ALMANOR AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALMANOR AVE Eastbound				ALMANOR AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	79	11	14	0	7	2	29	6	0	276	7	6	28	392	12	869	4,064	0	2	6	0
4:15 PM	0	44	9	11	0	10	3	27	9	2	284	13	13	32	533	23	1,013	4,398	0	1	2	0
4:30 PM	0	72	19	13	0	4	1	24	3	0	253	16	6	37	580	22	1,050	4,426	0	2	5	0
4:45 PM	0	87	22	25	0	11	1	16	6	3	313	20	8	24	571	25	1,132	4,462	0	1	3	0
5:00 PM	0	70	17	15	0	4	2	20	4	2	339	19	9	41	631	30	1,203	4,386	0	0	1	0
5:15 PM	0	102	40	9	0	9	1	16	1	4	317	30	8	34	425	45	1,041		0	1	1	0
5:30 PM	0	89	39	10	0	3	2	31	0	2	309	34	13	50	449	55	1,086		0	0	5	0
5:45 PM	0	66	21	12	0	7	2	16	5	3	288	22	13	56	462	83	1,056		0	2	1	0

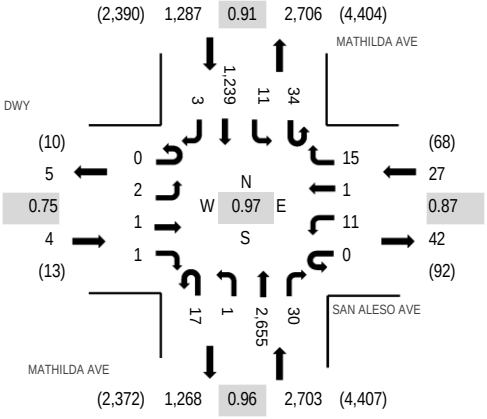
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	343	117	59	0	27	6	82	11	11	1,250	103	38	149	2,054	152	4,402
Mediums	0	5	1	0	0	0	0	1	0	0	28	0	0	0	22	3	60
Total	0	348	118	59	0	27	6	83	11	11	1,278	103	38	149	2,076	155	4,462

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

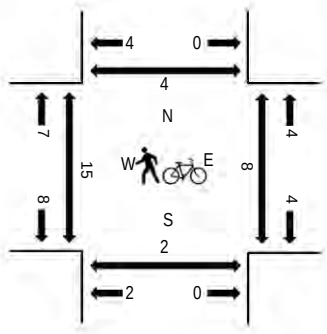
Location: 13 MATHILDA AVE & SAN ALESO AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				SAN ALESO AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	0	0	0	2	0	5	2	0	272	15	5	1	228	1	534	2,857	2	2	1	0
7:15 AM	0	2	0	0	0	11	0	2	2	0	361	7	6	2	258	1	652	3,303	2	4	0	0
7:30 AM	0	1	0	0	0	10	0	2	1	0	415	10	9	2	258	3	711	3,617	1	4	0	0
7:45 AM	0	0	0	3	0	6	0	3	2	0	605	12	7	1	321	0	960	3,944	6	1	1	1
8:00 AM	0	0	0	0	0	5	0	6	8	0	638	11	7	6	298	1	980	4,021	0	2	0	0
8:15 AM	0	0	0	1	0	1	0	2	1	1	654	7	11	1	287	0	966		6	3	0	1
8:30 AM	0	1	1	0	0	3	1	4	3	0	701	3	8	3	308	2	1,038		3	2	0	2
8:45 AM	0	1	0	0	0	2	0	3	5	0	662	9	8	1	346	0	1,037		6	1	2	1

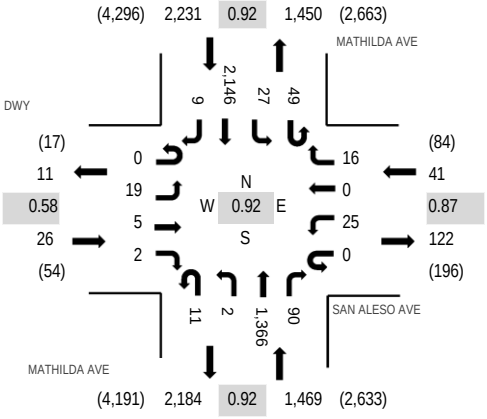
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Lights	0	2	1	1	0	11	1	15	17	1	2,621	30	34	11	1,199	3	3,947
Mediums	0	0	0	0	0	0	0	0	0	0	27	0	0	0	33	0	60
Total	0	2	1	1	0	11	1	15	17	1	2,655	30	34	11	1,239	3	4,021

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

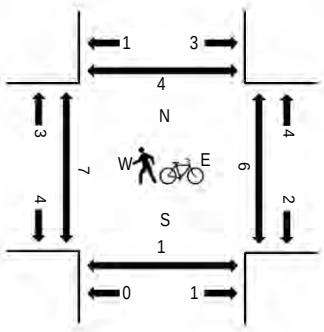
Location: 13 MATHILDA AVE & SAN ALESO AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				SAN ALESO AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	1	0	0	6	0	3	1	0	279	6	3	2	422	0	727	3,412	0	2	0	1
4:15 PM	0	4	0	0	0	2	0	6	4	0	276	12	14	4	524	0	846	3,708	3	3	1	1
4:30 PM	0	3	0	1	0	4	1	8	1	1	264	5	17	8	572	0	885	3,735	2	4	1	1
4:45 PM	0	4	2	0	0	6	0	6	1	1	314	18	11	4	586	1	954	3,767	4	1	1	2
5:00 PM	0	3	1	1	0	8	0	2	4	0	337	19	13	6	628	1	1,023	3,655	0	0	0	0
5:15 PM	0	7	1	1	0	5	0	5	4	1	341	28	11	5	458	6	873		3	4	0	2
5:30 PM	0	5	1	0	0	6	0	3	2	0	374	25	14	12	474	1	917		0	1	0	0
5:45 PM	0	9	2	4	0	4	0	9	3	0	291	21	23	13	459	4	842		0	4	0	1

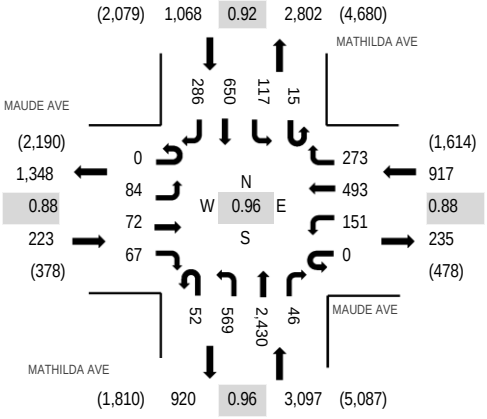
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	18	5	2	0	25	0	15	11	2	1,345	90	49	26	2,128	9	3,725
Mediums	0	1	0	0	0	0	0	1	0	0	21	0	0	1	18	0	42
Total	0	19	5	2	0	25	0	16	11	2	1,366	90	49	27	2,146	9	3,767

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

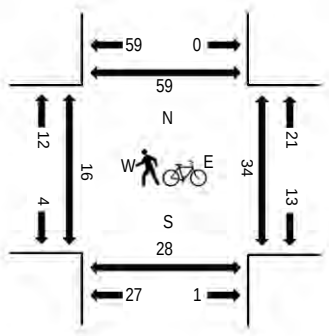
Location: 14 MATHILDA AVE & MAUDE AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAUDE AVE Eastbound				MAUDE AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	14	9	11	0	42	56	51	5	44	268	11	2	28	140	39	720	3,853	0	0	2	2
7:15 AM	0	8	15	3	0	37	74	49	6	70	341	16	3	28	159	53	862	4,440	1	6	2	5
7:30 AM	0	8	17	13	0	30	102	70	13	80	403	17	1	44	169	65	1,032	4,835	5	2	3	3
7:45 AM	0	18	16	23	0	40	80	66	9	122	572	13	4	29	190	57	1,239	5,159	3	10	2	1
8:00 AM	0	21	15	15	0	33	102	76	9	150	629	15	0	28	156	58	1,307	5,305	2	5	6	3
8:15 AM	0	21	17	17	0	25	116	67	7	128	597	10	4	22	147	79	1,257		2	7	6	7
8:30 AM	0	18	25	22	0	43	126	67	18	137	597	12	8	33	187	63	1,356		7	16	4	9
8:45 AM	0	24	15	13	0	50	149	63	18	154	607	9	3	34	160	86	1,385		4	6	6	4

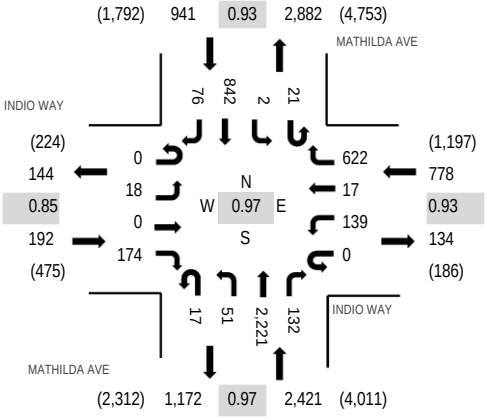
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	1	0	0	5	1	0	2	4	0	14
Lights	0	81	71	63	0	145	486	267	52	558	2,402	43	15	106	621	284	5,194
Mediums	0	2	1	4	0	6	7	5	0	11	23	2	0	9	25	2	97
Total	0	84	72	67	0	151	493	273	52	569	2,430	46	15	117	650	286	5,305

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

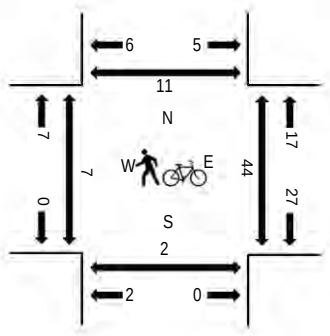
Location: 15 MATHILDA AVE & INDIO WAY AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	INDIO WAY Eastbound				INDIO WAY Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	0	61	0	9	0	58	6	4	213	13	3	2	164	13	548	3,143	0	1	3	1
7:15 AM	0	2	1	58	0	13	0	83	4	4	295	12	3	0	205	14	694	3,708	3	0	1	0
7:30 AM	0	2	1	81	0	9	0	92	7	3	454	3	8	0	191	14	865	4,086	2	0	0	1
7:45 AM	0	4	0	71	0	40	1	114	10	10	532	20	6	0	211	17	1,036	4,295	6	1	0	3
8:00 AM	0	5	0	60	0	36	1	173	0	8	550	27	4	1	233	15	1,113	4,332	1	9	0	0
8:15 AM	0	6	0	39	0	38	5	167	9	10	537	30	5	1	208	17	1,072		0	17	0	1
8:30 AM	0	3	0	39	0	27	3	154	2	14	573	35	5	0	198	21	1,074		2	8	1	6
8:45 AM	0	4	0	36	0	38	8	128	6	19	561	40	7	0	203	23	1,073		4	10	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	6	1	0	0	3	0	11
Lights	0	16	0	170	0	137	17	616	17	51	2,198	120	21	1	797	73	4,234
Mediums	0	2	0	4	0	1	0	6	0	0	17	11	0	1	42	3	87
Total	0	18	0	174	0	139	17	622	17	51	2,221	132	21	2	842	76	4,332

All Traffic Data Services Inc.
(303) 216-2439
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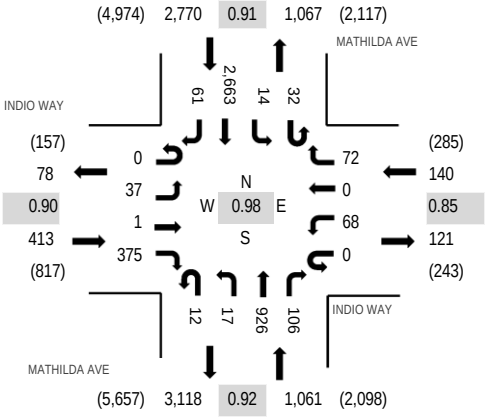
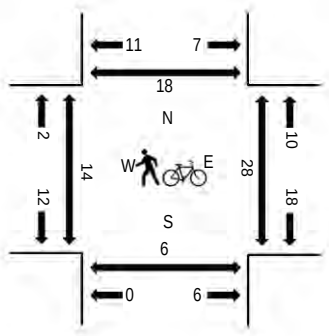
Location: 15 MATHILDA AVE & INDIO WAY PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	INDIO WAY Eastbound				INDIO WAY Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	0	33	0	7	0	21	0	5	214	22	9	2	570	16	909	4,014	6	2	1	6
4:15 PM	0	3	0	55	0	13	1	9	5	3	201	25	9	2	560	15	901	4,224	2	2	1	6
4:30 PM	0	6	0	70	0	17	0	17	3	6	213	31	5	4	701	13	1,086	4,384	2	3	1	3
4:45 PM	0	9	0	74	0	8	0	12	4	5	227	21	10	4	731	13	1,118	4,345	2	11	2	4
5:00 PM	0	12	0	99	0	19	0	21	0	4	236	28	10	2	667	21	1,119	4,160	6	4	2	1
5:15 PM	0	10	1	132	0	24	0	22	5	2	250	26	7	4	564	14	1,061		2	3	1	3
5:30 PM	0	17	0	131	0	30	0	23	6	6	261	29	8	4	514	18	1,047		2	13	1	1
5:45 PM	0	9	2	144	0	21	0	20	1	2	229	28	7	8	449	13	933		5	7	5	1

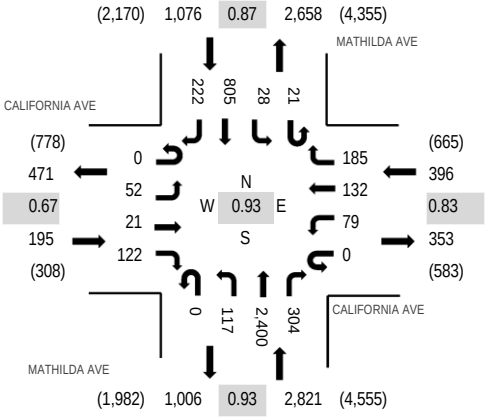
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	37	1	373	0	67	0	71	12	17	910	102	32	14	2,637	59	4,332
Mediums	0	0	0	2	0	1	0	1	0	0	16	4	0	0	26	2	52
Total	0	37	1	375	0	68	0	72	12	17	926	106	32	14	2,663	61	4,384

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

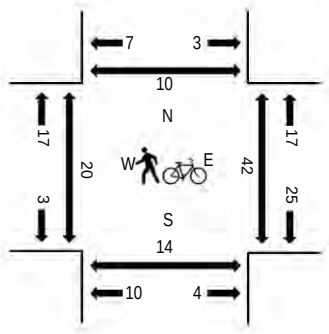
Location: 16 MATHILDA AVE & CALIFORNIA AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CALIFORNIA AVE Eastbound				CALIFORNIA AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	1	9	0	14	8	24	0	9	216	33	0	10	171	36	540	3,210	2	5	0	1
7:15 AM	0	8	5	13	0	12	9	38	0	13	291	32	5	6	214	44	690	3,773	4	4	3	2
7:30 AM	0	8	6	14	0	19	20	32	0	18	466	40	6	10	204	50	893	4,192	4	5	0	2
7:45 AM	0	18	2	20	0	24	16	53	0	29	520	67	3	18	262	55	1,087	4,370	10	3	0	3
8:00 AM	0	16	9	25	0	26	33	48	0	15	569	67	9	6	235	45	1,103	4,488	1	11	1	3
8:15 AM	0	7	4	24	0	17	26	46	0	35	625	73	4	9	183	56	1,109		4	13	5	1
8:30 AM	0	11	3	23	0	10	27	44	0	21	579	82	2	7	204	58	1,071		1	5	2	4
8:45 AM	0	18	5	50	0	26	46	47	0	46	627	82	6	6	183	63	1,205		14	12	6	2

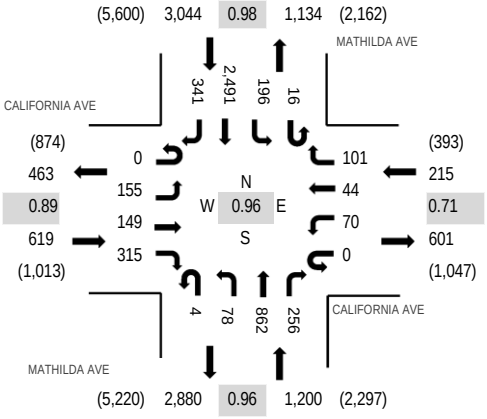
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	1	3	0	0	1	5	0	12
Lights	0	50	21	112	0	75	131	177	0	109	2,372	300	19	26	757	216	4,365
Mediums	0	2	0	10	0	4	1	6	0	7	25	4	2	1	43	6	111
Total	0	52	21	122	0	79	132	185	0	117	2,400	304	21	28	805	222	4,488

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

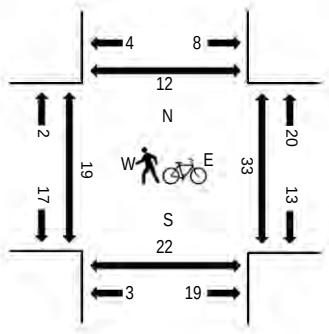
Location: 16 MATHILDA AVE & CALIFORNIA AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CALIFORNIA AVE Eastbound				CALIFORNIA AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	24	15	34	0	10	11	26	0	15	197	47	4	26	365	76	850	4,236	0	5	0	2
4:15 PM	1	31	17	49	0	13	8	24	0	15	176	43	6	39	477	70	969	4,648	0	1	1	1
4:30 PM	0	34	16	49	0	6	9	23	0	15	214	54	5	32	633	82	1,172	4,998	1	0	1	0
4:45 PM	0	44	26	65	0	9	7	17	2	13	215	58	5	54	624	106	1,245	5,078	11	9	2	3
5:00 PM	0	31	37	76	0	14	8	23	1	17	210	64	3	56	626	96	1,262	5,067	4	5	7	3
5:15 PM	0	39	50	85	0	21	10	25	0	21	229	61	6	43	669	60	1,319		2	5	3	1
5:30 PM	0	41	36	89	0	26	19	36	1	27	208	73	2	43	572	79	1,252		0	14	8	3
5:45 PM	0	16	30	78	0	12	11	25	1	27	219	74	4	53	613	71	1,234		1	7	10	1

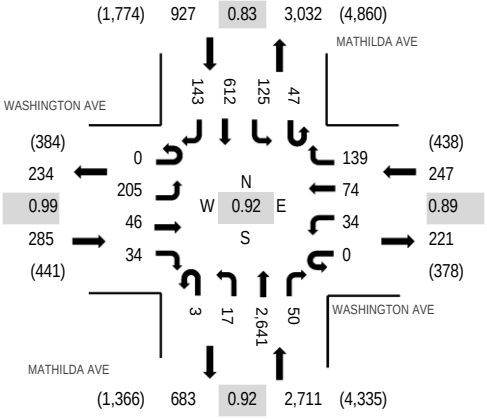
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Lights	0	151	148	310	0	70	43	96	4	74	842	253	15	193	2,481	339	5,019
Mediums	0	4	1	5	0	0	1	5	0	4	20	3	1	3	9	1	57
Total	0	155	149	315	0	70	44	101	4	78	862	256	16	196	2,491	341	5,078

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

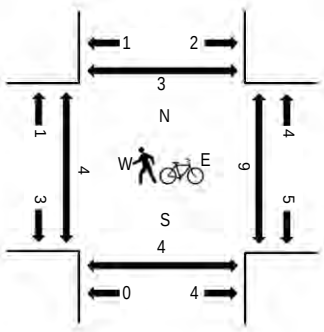
Location: 17 MATHILDA AVE & WASHINGTON AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WASHINGTON AVE Eastbound				WASHINGTON AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	19	3	1	0	10	4	23	1	2	225	13	4	11	131	13	460	2,818	0	2	0	4
7:15 AM	0	23	8	9	0	7	4	29	0	1	300	10	12	30	188	21	642	3,488	0	2	0	3
7:30 AM	0	31	8	2	0	10	11	27	0	2	463	5	10	21	131	25	746	3,869	0	3	1	0
7:45 AM	0	35	7	10	0	12	15	39	0	7	578	17	10	24	171	45	970	4,040	1	2	0	9
8:00 AM	0	53	6	13	0	6	27	41	1	7	666	11	15	35	187	62	1,130	4,170	0	3	0	0
8:15 AM	0	47	14	8	0	15	18	39	1	4	677	15	11	25	121	28	1,023		2	0	0	1
8:30 AM	0	60	7	5	0	5	18	29	1	2	579	10	7	27	140	27	917		2	1	2	2
8:45 AM	0	45	19	8	0	8	11	30	0	4	719	14	14	38	164	26	1,100		0	4	1	0

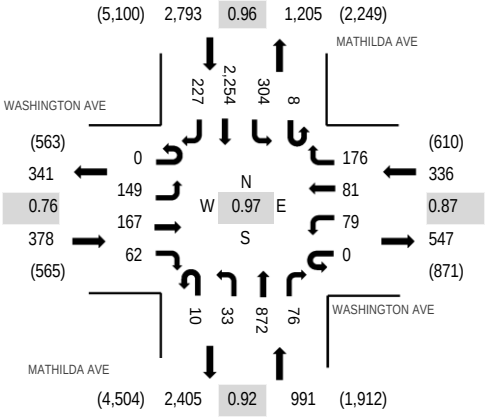
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	4	0	0	1	0	1	7
Lights	0	203	44	30	0	33	74	134	3	17	2,610	47	46	110	592	138	4,081
Mediums	0	2	2	3	0	1	0	5	0	0	27	3	1	14	20	4	82
Total	0	205	46	34	0	34	74	139	3	17	2,641	50	47	125	612	143	4,170

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

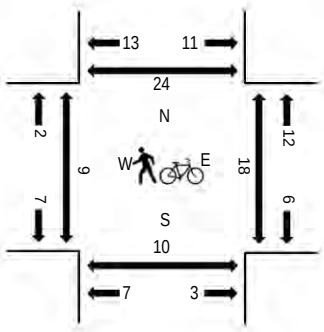
Location: 17 MATHILDA AVE & WASHINGTON AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WASHINGTON AVE Eastbound				WASHINGTON AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	17	19	4	0	24	17	41	2	8	202	14	1	32	388	28	797	3,689	0	3	2	2
4:15 PM	0	13	12	9	0	15	14	24	0	10	169	11	5	44	502	39	867	3,999	0	3	0	2
4:30 PM	0	21	16	7	0	20	19	31	0	8	242	17	0	50	552	26	1,009	4,286	0	2	4	7
4:45 PM	0	30	25	14	0	18	11	40	2	12	205	19	3	65	542	30	1,016	4,396	1	5	6	0
5:00 PM	0	40	26	5	0	22	22	42	2	6	201	10	2	64	617	48	1,107	4,498	3	4	2	10
5:15 PM	0	25	43	13	0	20	19	39	3	8	237	23	3	70	585	66	1,154		0	2	4	6
5:30 PM	0	49	52	23	0	23	28	46	3	8	218	26	2	84	510	47	1,119		2	8	3	7
5:45 PM	0	35	46	21	0	14	12	49	2	11	216	17	1	86	542	66	1,118		3	4	1	1

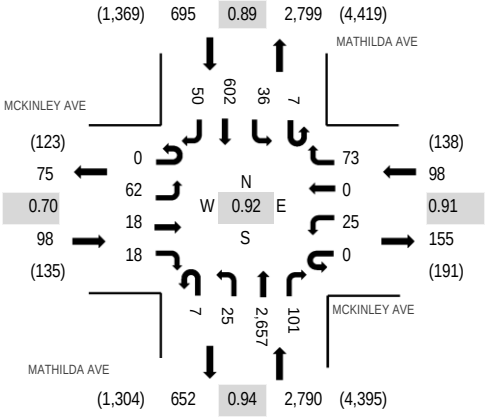
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	146	163	62	0	78	81	175	9	33	854	74	8	300	2,246	226	4,455
Mediums	0	3	4	0	0	1	0	1	1	0	18	2	0	4	8	1	43
Total	0	149	167	62	0	79	81	176	10	33	872	76	8	304	2,254	227	4,498

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

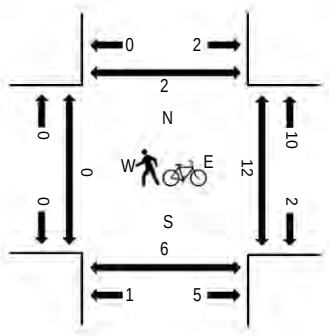
Location: 18 MATHILDA AVE & MCKINLEY AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MCKINLEY AVE Eastbound				MCKINLEY AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	1	2	0	0	0	9	1	1	235	5	1	1	135	5	401	2,356	0	1	0	0
7:15 AM	0	4	0	4	0	1	0	8	0	0	282	5	0	1	198	4	507	2,953	0	5	1	1
7:30 AM	0	2	0	5	0	1	0	12	2	4	454	9	1	2	134	7	633	3,361	0	1	0	1
7:45 AM	0	10	1	3	0	1	0	8	1	8	588	10	1	1	164	19	815	3,524	3	3	5	3
8:00 AM	0	19	11	5	0	5	0	22	2	13	689	24	2	10	168	28	998	3,681	0	4	1	1
8:15 AM	0	22	2	3	0	7	0	20	0	6	668	31	3	8	139	6	915		0	2	2	0
8:30 AM	0	8	2	4	0	6	0	14	1	2	595	14	1	5	136	8	796		0	4	2	0
8:45 AM	0	13	3	6	0	7	0	17	4	4	705	32	1	13	159	8	972		0	2	1	1

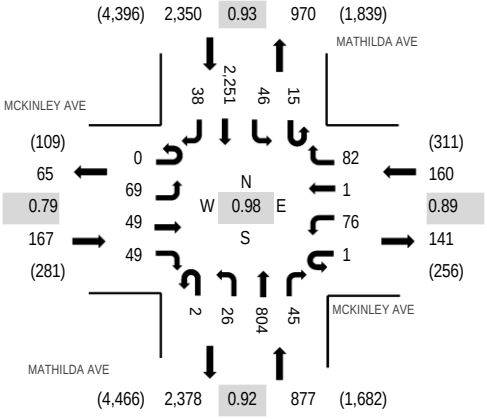
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5
Lights	0	62	18	18	0	18	0	59	7	24	2,633	99	5	31	574	50	3,598
Mediums	0	0	0	0	0	7	0	14	0	1	20	2	2	5	27	0	78
Total	0	62	18	18	0	25	0	73	7	25	2,657	101	7	36	602	50	3,681

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

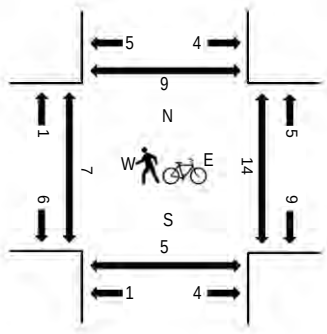
Location: 18 MATHILDA AVE & MCKINLEY AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MCKINLEY AVE Eastbound				MCKINLEY AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	4	13	0	18	0	24	1	6	187	10	5	13	400	2	689	3,207	2	3	2	0
4:15 PM	0	7	1	7	0	14	0	16	0	6	164	18	3	13	532	7	788	3,427	1	1	2	2
4:30 PM	0	16	4	14	0	25	0	21	1	8	199	6	3	11	553	6	867	3,513	1	1	1	0
4:45 PM	0	14	10	12	1	16	0	21	0	6	193	11	1	12	559	7	863	3,554	4	0	1	3
5:00 PM	0	10	0	12	0	18	1	28	0	10	185	15	6	5	608	11	909	3,463	0	5	1	2
5:15 PM	0	23	17	14	0	19	0	17	2	5	204	8	6	15	535	9	874		3	2	1	3
5:30 PM	0	22	22	11	0	23	0	16	0	5	222	11	2	14	549	11	908		0	7	2	1
5:45 PM	0	13	16	13	0	17	0	16	0	3	187	9	2	10	480	6	772		0	6	2	1

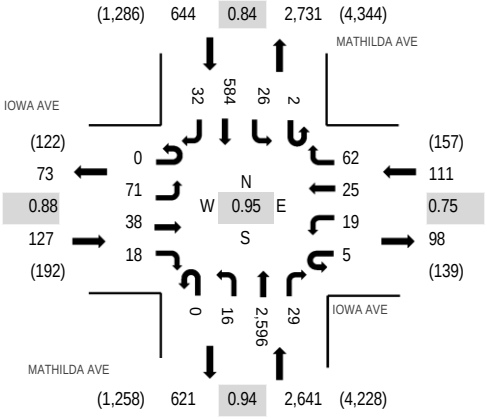
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	68	49	49	1	73	1	72	2	26	788	45	12	46	2,237	37	3,506
Mediums	0	1	0	0	0	3	0	10	0	0	16	0	3	0	13	1	47
Total	0	69	49	49	1	76	1	82	2	26	804	45	15	46	2,251	38	3,554

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

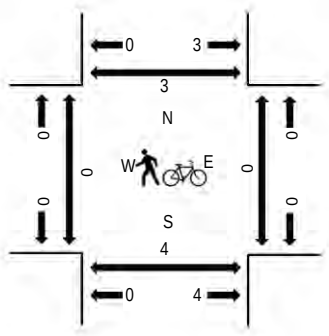
Location: 19 MATHILDA AVE & IOWA AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	IOWA AVE Eastbound				IOWA AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	1	3	0	1	0	2	0	1	235	3	0	7	129	4	391	2,340	0	0	0	0
7:15 AM	0	4	2	5	0	0	3	1	0	2	286	2	0	0	201	2	508	2,873	0	1	1	0
7:30 AM	0	3	4	7	0	0	0	9	0	4	453	1	1	1	138	2	623	3,223	0	0	0	0
7:45 AM	0	17	10	4	0	4	12	14	1	10	583	6	0	4	144	9	818	3,415	3	0	2	1
8:00 AM	0	21	10	7	1	3	5	13	0	2	670	9	0	3	166	14	924	3,523	0	0	0	2
8:15 AM	0	19	7	5	1	4	5	14	0	3	647	3	0	8	138	4	858		0	0	2	0
8:30 AM	0	17	13	3	0	6	7	15	0	6	592	10	0	6	134	6	815		0	0	2	0
8:45 AM	0	14	8	3	3	6	8	20	0	5	687	7	2	9	146	8	926		0	0	0	1

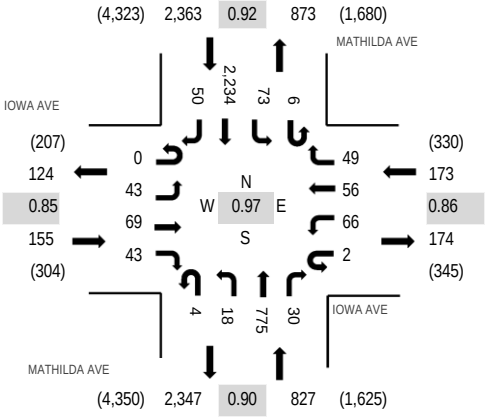
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Lights	0	70	35	18	4	19	25	61	0	16	2,571	29	2	25	568	27	3,470
Mediums	0	1	3	0	1	0	0	1	0	0	21	0	0	1	16	5	49
Total	0	71	38	18	5	19	25	62	0	16	2,596	29	2	26	584	32	3,523

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

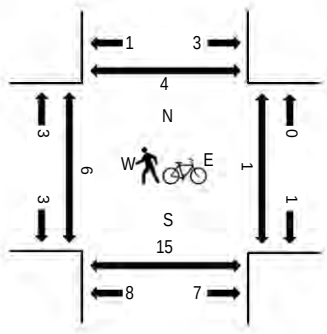
Location: 19 MATHILDA AVE & IOWA AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	IOWA AVE Eastbound				IOWA AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	19	14	7	0	15	14	5	4	2	181	11	0	10	423	3	708	3,097	2	0	4	2
4:15 PM	0	8	8	6	1	19	11	7	3	10	163	11	1	13	496	2	759	3,297	0	0	2	1
4:30 PM	0	13	19	5	1	17	9	14	4	4	189	13	0	10	490	6	794	3,402	1	0	0	1
4:45 PM	0	9	9	11	0	18	13	10	2	3	184	4	3	21	536	13	836	3,518	2	0	4	0
5:00 PM	0	13	15	3	0	15	13	13	0	2	178	11	0	17	619	9	908	3,485	2	0	4	1
5:15 PM	0	10	22	20	0	12	16	12	1	6	198	6	1	16	532	12	864		2	1	4	1
5:30 PM	0	11	23	9	2	21	14	14	1	7	215	9	2	19	547	16	910		0	0	2	1
5:45 PM	0	7	30	13	1	17	8	18	4	5	182	12	0	17	480	9	803		2	0	2	4

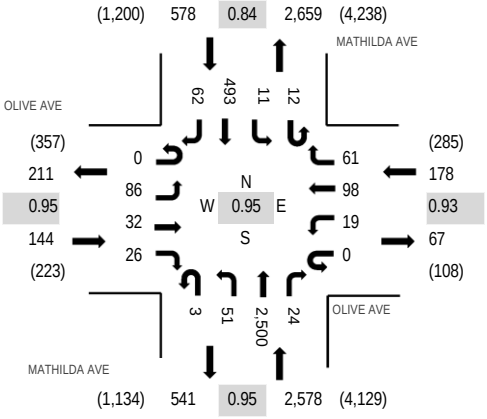
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	41	69	43	2	66	56	48	4	18	763	30	6	73	2,218	50	3,487
Mediums	0	2	0	0	0	0	0	1	0	0	12	0	0	0	16	0	31
Total	0	43	69	43	2	66	56	49	4	18	775	30	6	73	2,234	50	3,518

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

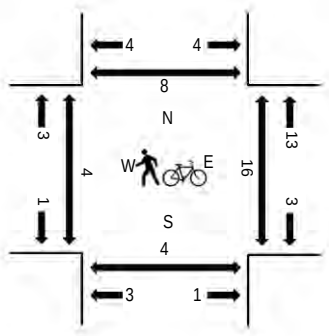
Location: 20 MATHILDA AVE & OLIVE AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLIVE AVE Eastbound				OLIVE AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	3	4	0	2	4	3	0	5	231	1	1	2	113	7	380	2,359	0	1	0	0
7:15 AM	0	8	1	3	0	4	8	5	4	2	280	4	0	4	184	8	515	2,893	2	2	1	0
7:30 AM	0	12	4	6	0	9	12	12	0	13	425	2	1	2	121	15	634	3,271	0	1	0	0
7:45 AM	0	15	14	5	0	4	31	13	1	11	569	3	0	1	133	30	830	3,450	0	3	0	3
8:00 AM	0	19	5	7	0	5	32	5	0	21	651	6	1	4	138	20	914	3,478	0	3	2	0
8:15 AM	0	22	12	3	0	3	19	20	0	12	648	5	2	2	134	11	893		3	5	1	0
8:30 AM	0	22	9	7	0	6	24	17	2	9	594	8	4	2	93	16	813		1	5	0	4
8:45 AM	0	23	6	9	0	5	23	19	1	9	607	5	5	3	128	15	858		0	3	1	4

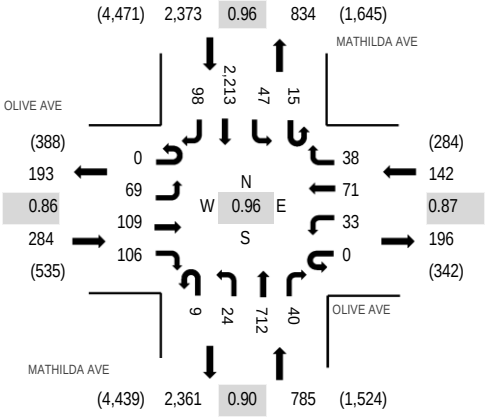
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Lights	0	82	31	25	0	18	98	61	3	51	2,479	24	12	11	469	59	3,423
Mediums	0	4	1	1	0	1	0	0	0	0	17	0	0	0	24	3	51
Total	0	86	32	26	0	19	98	61	3	51	2,500	24	12	11	493	62	3,478

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

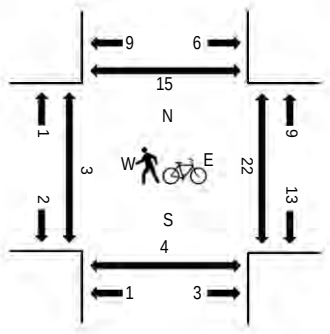
Location: 20 MATHILDA AVE & OLIVE AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLIVE AVE Eastbound				OLIVE AVE Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	26	13	23	0	9	21	14	2	6	162	7	5	10	416	20	734	3,242	1	3	0	2
4:15 PM	0	13	12	17	0	7	12	11	1	8	178	8	12	8	526	21	834	3,426	2	6	2	3
4:30 PM	0	20	21	31	0	6	17	11	6	14	153	8	13	15	474	22	811	3,459	2	1	2	1
4:45 PM	0	11	13	24	0	7	13	10	3	8	182	11	4	6	550	21	863	3,584	1	4	1	3
5:00 PM	0	15	30	35	0	12	20	10	2	7	157	10	3	14	583	20	918	3,572	1	3	1	3
5:15 PM	0	24	34	32	0	8	19	8	2	2	171	11	3	12	515	26	867		0	9	2	3
5:30 PM	0	19	32	15	0	6	19	10	2	7	202	8	5	15	565	31	936		1	6	0	5
5:45 PM	0	23	24	28	0	6	16	12	3	13	157	13	1	7	523	25	851		0	4	3	1

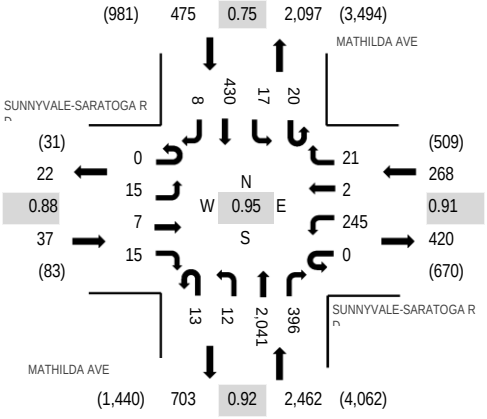
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	68	108	105	0	33	70	38	9	24	700	40	14	47	2,206	97	3,559
Mediums	0	1	1	1	0	0	1	0	0	0	12	0	1	0	7	1	25
Total	0	69	109	106	0	33	71	38	9	24	712	40	15	47	2,213	98	3,584

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

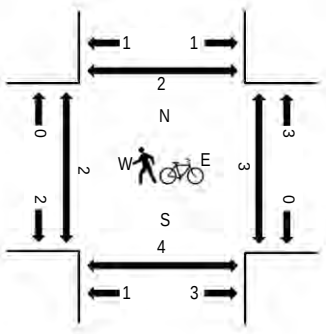
Location: 21 MATHILDA AVE & SUNNYVALE-SARATOGA RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SUNNYVALE-SARATOGA RD Eastbound				SUNNYVALE-SARATOGA RD Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	2	7	0	51	0	3	3	1	205	50	1	3	92	2	424	2,393	0	3	1	0
7:15 AM	0	2	3	7	0	78	1	2	6	0	260	55	0	1	176	1	592	2,754	1	2	0	0
7:30 AM	0	5	2	3	0	51	0	6	1	0	374	71	5	1	109	1	629	2,963	1	1	3	0
7:45 AM	0	6	1	4	0	43	0	6	5	3	510	56	8	5	101	0	748	3,188	0	1	0	0
8:00 AM	0	3	1	8	0	65	0	4	3	1	527	47	5	6	112	3	785	3,242	0	2	1	0
8:15 AM	0	5	3	2	0	61	1	7	3	4	489	115	6	1	103	1	801		0	1	0	0
8:30 AM	0	3	1	4	0	66	0	8	4	5	505	152	3	6	96	1	854		0	0	1	2
8:45 AM	0	4	2	1	0	53	1	2	3	2	520	82	6	4	119	3	802		2	0	2	0

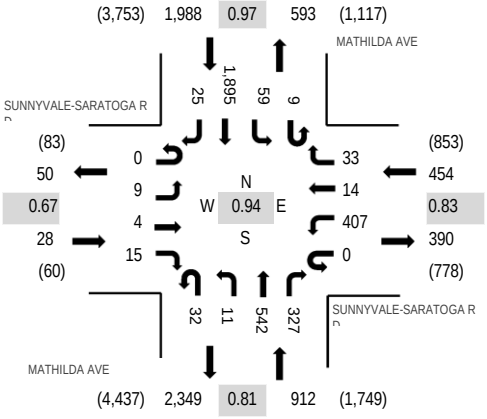
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
Lights	0	15	7	15	0	241	2	21	13	12	2,030	396	20	17	416	8	3,213
Mediums	0	0	0	0	0	2	0	0	0	0	10	0	0	0	14	0	26
Total	0	15	7	15	0	245	2	21	13	12	2,041	396	20	17	430	8	3,242

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

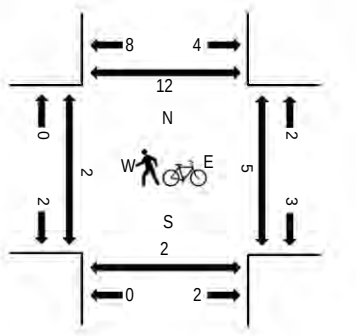
Location: 21 MATHILDA AVE & SUNNYVALE-SARATOGA RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SUNNYVALE-SARATOGA RD Eastbound				SUNNYVALE-SARATOGA RD Westbound				MATHILDA AVE Northbound				MATHILDA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	2	3	0	82	2	13	2	0	120	96	1	9	366	4	702	3,033	0	1	0	0
4:15 PM	0	2	2	1	0	75	2	4	2	5	124	99	2	13	386	2	719	3,094	1	2	2	2
4:30 PM	0	2	3	7	0	97	3	8	7	2	114	69	3	7	451	3	776	3,254	1	1	0	3
4:45 PM	0	2	2	4	0	97	5	11	6	3	114	74	2	12	502	2	836	3,378	0	3	1	0
5:00 PM	0	1	0	2	0	109	4	4	9	4	102	56	2	8	457	5	763	3,382	1	0	1	3
5:15 PM	0	2	1	2	0	82	0	7	5	5	151	119	1	17	482	5	879		1	1	0	1
5:30 PM	0	2	3	2	0	125	4	8	11	0	145	92	2	18	478	10	900		0	2	1	7
5:45 PM	0	4	0	9	0	91	6	14	7	2	144	60	4	16	478	5	840		0	2	0	1

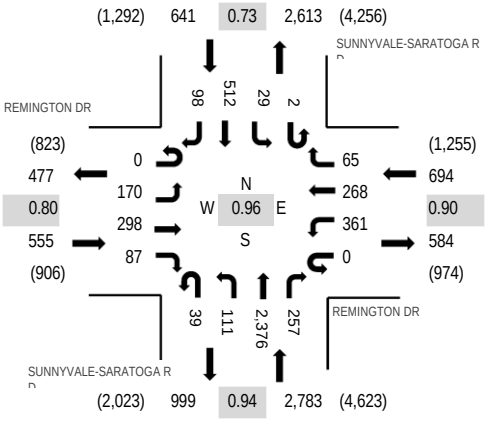
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	4	15	0	405	14	33	32	11	538	327	9	59	1,883	25	3,364
Mediums	0	0	0	0	0	2	0	0	0	0	4	0	0	0	12	0	18
Total	0	9	4	15	0	407	14	33	32	11	542	327	9	59	1,895	25	3,382

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

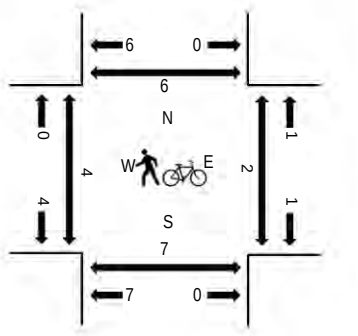
Location: 22 SUNNYVALE-SARATOGA RD & REMINGTON DR AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REMINGTON DR Eastbound				REMINGTON DR Westbound				SUNNYVALE-SARATOGA RD Northbound				SUNNYVALE-SARATOGA RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	16	18	0	76	18	8	13	10	248	36	0	8	119	11	590	3,403	1	2	17	0
7:15 AM	0	21	30	29	0	106	38	8	8	24	304	60	0	5	206	20	859	3,990	1	5	15	1
7:30 AM	0	53	53	23	0	90	58	9	6	25	430	68	0	10	134	7	966	4,342	0	2	1	4
7:45 AM	0	28	54	17	0	75	69	6	5	39	518	46	1	4	99	27	988	4,523	0	2	0	3
8:00 AM	0	47	85	25	0	85	96	11	9	46	558	54	0	7	105	49	1,177	4,673	0	0	3	4
8:15 AM	0	51	102	22	0	102	71	17	8	26	592	60	1	7	135	17	1,211		0	0	1	1
8:30 AM	0	42	56	20	0	74	43	15	9	14	645	72	1	6	133	17	1,147		0	0	0	1
8:45 AM	0	30	55	20	0	100	58	22	13	25	581	71	0	9	139	15	1,138		3	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	4
Lights	0	170	291	85	0	350	263	64	39	109	2,353	247	2	29	500	94	4,596
Mediums	0	0	7	2	0	10	5	1	0	1	22	10	0	0	11	4	73
Total	0	170	298	87	0	361	268	65	39	111	2,376	257	2	29	512	98	4,673

All Traffic Data Services Inc.
(303) 216-2439
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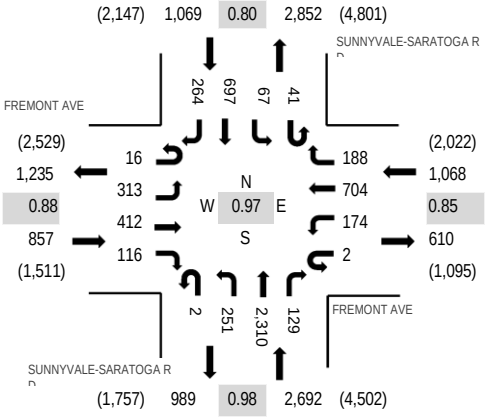
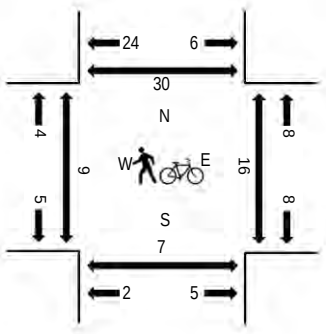
Location: 23 SUNNYVALE-SARATOGA RD & FREMONT AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				SUNNYVALE-SARATOGA RD Northbound				SUNNYVALE-SARATOGA RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	38	44	13	0	26	122	29	0	44	237	14	21	23	115	71	797	4,496	4	4	7	26
7:15 AM	1	63	85	32	0	24	179	19	0	56	364	17	30	31	166	129	1,196	5,170	7	20	6	101
7:30 AM	2	69	80	25	0	30	160	36	0	61	413	23	28	22	143	92	1,184	5,360	0	2	2	12
7:45 AM	0	72	102	28	0	39	241	49	0	72	474	35	7	9	127	64	1,319	5,588	0	6	8	10
8:00 AM	3	85	124	34	0	49	167	38	1	51	599	28	11	17	195	69	1,471	5,686	2	4	0	3
8:15 AM	4	73	91	30	1	38	151	52	0	53	604	29	10	16	172	62	1,386		3	1	0	4
8:30 AM	5	85	105	24	1	52	194	53	0	69	539	38	10	14	164	59	1,412		0	4	3	7
8:45 AM	4	70	92	28	0	35	192	45	1	78	568	34	10	20	166	74	1,417		4	7	3	13

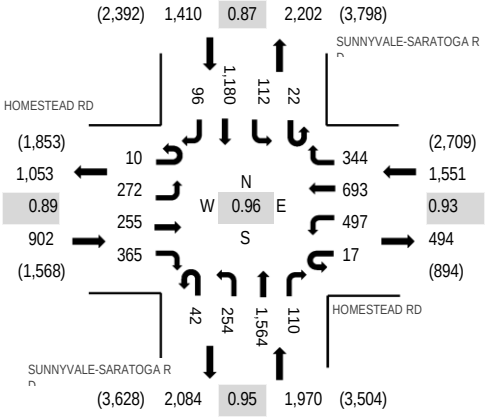
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	1	2	1	0	0	1	0	6
Lights	16	310	412	113	2	172	699	186	2	247	2,278	127	41	66	685	260	5,616
Mediums	0	3	0	2	0	2	5	2	0	3	30	1	0	1	11	4	64
Total	16	313	412	116	2	174	704	188	2	251	2,310	129	41	67	697	264	5,686

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

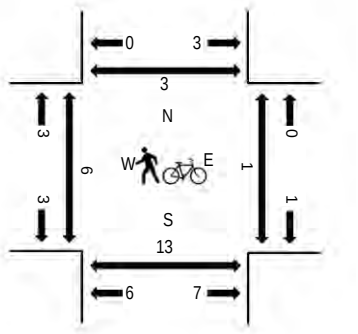
Location: 24 SUNNYVALE-SARATOGA RD & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				SUNNYVALE-SARATOGA RD Northbound				SUNNYVALE-SARATOGA RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	18	31	42	1	50	88	37	15	49	188	18	5	11	124	9	687	4,340	1	0	1	1
7:15 AM	0	31	21	54	4	103	98	70	15	75	271	32	0	25	194	13	1,006	5,168	1	0	0	1
7:30 AM	7	45	57	83	0	105	140	67	13	48	310	33	5	31	278	19	1,241	5,583	2	0	2	2
7:45 AM	8	86	84	98	0	141	180	74	13	50	377	27	12	25	216	15	1,406	5,794	2	1	9	6
8:00 AM	3	72	59	100	3	123	146	83	11	64	419	25	7	30	338	32	1,515	5,833	1	0	1	1
8:15 AM	3	68	77	81	4	125	204	87	16	64	320	24	6	31	291	20	1,421		1	0	3	1
8:30 AM	1	62	72	106	1	138	176	77	11	70	404	27	6	21	260	20	1,452		1	1	2	1
8:45 AM	3	70	47	78	9	111	167	97	4	56	421	34	3	30	291	24	1,445		3	0	5	0

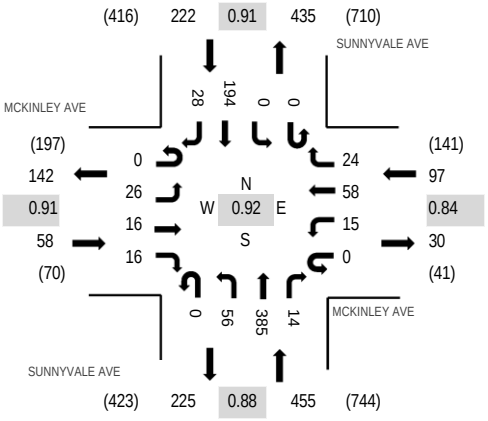
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	3	0	0	0	2	1	10
Lights	10	269	251	362	17	483	672	342	42	249	1,539	110	22	109	1,154	93	5,724
Mediums	0	3	3	3	0	14	18	2	0	5	22	0	0	3	24	2	99
Total	10	272	255	365	17	497	693	344	42	254	1,564	110	22	112	1,180	96	5,833

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

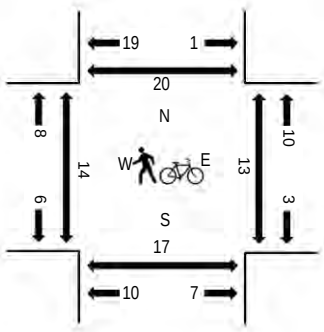
Location: 25 SUNNYVALE AVE & MCKINLEY AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MCKINLEY AVE Eastbound				MCKINLEY AVE Westbound				SUNNYVALE AVE Northbound				SUNNYVALE AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	0	0	1	4	3	0	3	80	0	0	0	60	1	153	539	1	1	0	3
7:15 AM	0	0	1	1	0	3	2	1	0	4	42	4	0	0	45	3	106	574	1	2	3	1
7:30 AM	0	2	1	1	0	2	7	3	0	4	79	1	0	0	29	4	133	675	5	2	3	0
7:45 AM	0	0	1	4	0	5	8	5	0	10	59	3	0	0	47	5	147	754	1	4	2	9
8:00 AM	0	6	4	3	0	4	17	4	0	11	75	3	0	0	54	7	188	832	4	3	8	4
8:15 AM	0	6	3	6	0	3	18	8	0	20	89	6	0	0	43	5	207		3	3	3	4
8:30 AM	0	7	3	4	0	5	8	7	0	12	106	3	0	0	49	8	212		1	4	3	5
8:45 AM	0	7	6	3	0	3	15	5	0	13	115	2	0	0	48	8	225		5	3	3	6

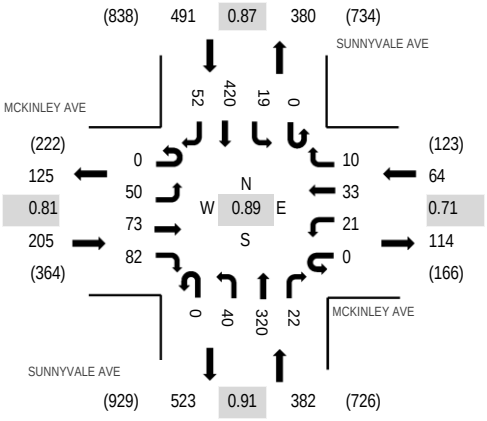
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	26	16	14	0	15	58	24	0	54	373	14	0	0	186	28	808
Mediums	0	0	0	1	0	0	0	0	0	2	12	0	0	0	8	0	23
Total	0	26	16	16	0	15	58	24	0	56	385	14	0	0	194	28	832

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

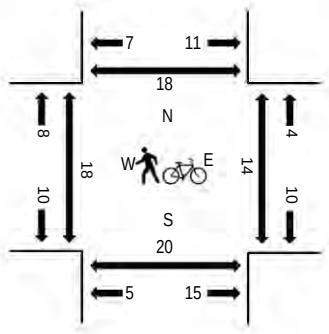
Location: 25 SUNNYVALE AVE & MCKINLEY AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MCKINLEY AVE Eastbound				MCKINLEY AVE Westbound				SUNNYVALE AVE Northbound				SUNNYVALE AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	13	8	22	0	5	6	6	0	3	70	1	0	3	71	13	221	909	10	1	1	1
4:15 PM	0	10	7	18	0	8	6	2	0	8	76	3	0	1	68	9	216	949	2	1	3	1
4:30 PM	0	11	5	23	0	6	4	4	0	12	69	3	0	5	70	10	222	1,003	6	2	1	1
4:45 PM	0	9	10	23	0	5	6	1	0	10	83	6	0	0	87	10	250	1,100	5	6	6	3
5:00 PM	0	12	8	22	0	4	16	3	0	14	63	5	0	3	97	14	261	1,142	5	0	3	0
5:15 PM	0	12	23	22	0	4	4	2	0	6	83	5	0	6	94	9	270		4	1	6	6
5:30 PM	0	13	23	27	0	7	4	3	0	10	84	7	0	7	123	11	319		3	6	5	6
5:45 PM	0	13	19	11	0	6	9	2	0	10	90	5	0	3	106	18	292		6	6	5	5

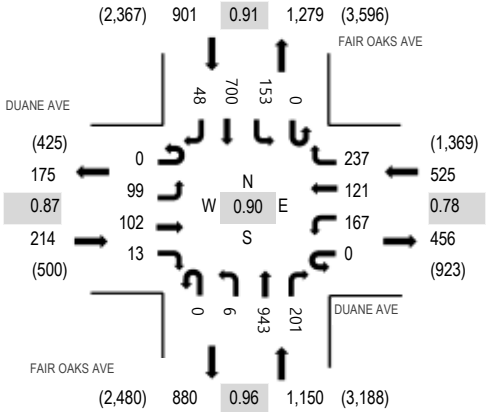
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	50	73	82	0	21	32	10	0	40	314	22	0	19	414	52	1,129
Mediums	0	0	0	0	0	0	1	0	0	0	6	0	0	0	6	0	13
Total	0	50	73	82	0	21	33	10	0	40	320	22	0	19	420	52	1,142

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

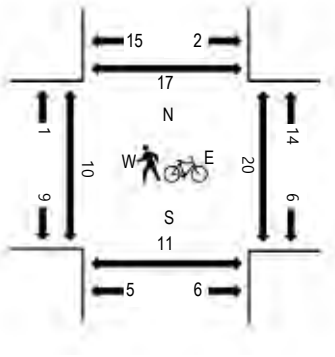
Location: 12 FAIR OAKS AVE & DUANE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUANE AVE Eastbound				DUANE AVE Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	17	4	2	0	43	8	14	0	1	107	12	0	13	155	4	380	2,256	0	2	0	4
7:15 AM	0	19	15	1	0	35	18	24	0	1	140	24	1	17	154	10	459	2,558	1	3	0	10
7:30 AM	0	32	29	3	0	50	35	47	0	2	173	43	0	48	170	10	642	2,723	2	0	5	7
7:45 AM	0	31	34	2	0	54	41	75	0	1	216	65	0	58	179	19	775	2,790	2	1	1	10
8:00 AM	0	31	31	4	0	33	30	52	0	1	230	43	0	24	192	11	682	2,724	0	4	1	0
8:15 AM	0	10	19	5	0	36	24	51	0	4	211	46	0	36	172	10	624	2,667	4	5	2	1
8:30 AM	0	27	18	2	0	44	26	59	0	0	286	47	0	35	157	8	709	2,699	2	4	5	1
8:45 AM	0	22	17	3	0	53	27	75	0	2	300	24	0	26	148	12	709	2,579	1	1	2	3
9:00 AM	0	20	12	1	0	31	26	42	0	3	264	28	0	19	168	11	625	2,444	2	1	1	5
9:15 AM	0	17	5	7	0	41	19	57	0	2	312	24	0	9	154	9	656		0	2	2	1
9:30 AM	0	21	9	4	0	40	14	51	0	3	263	28	0	18	136	2	589		0	3	1	1
9:45 AM	0	15	6	5	0	41	21	32	0	3	252	27	0	10	155	7	574		0	1	2	3

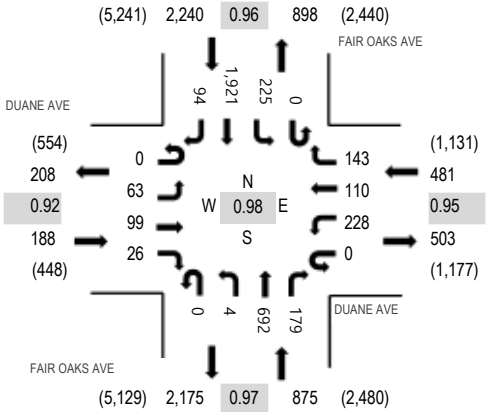
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4
Lights	0	97	102	12	0	159	119	235	0	6	921	196	0	152	675	45	2,719
Mediums	0	2	0	1	0	8	2	1	0	0	19	5	0	1	25	3	67
Total	0	99	102	13	0	167	121	237	0	6	943	201	0	153	700	48	2,790

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

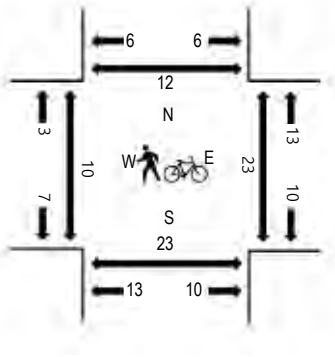
Location: 12 FAIR OAKS AVE & DUANE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUANE AVE Eastbound				DUANE AVE Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	17	3	0	51	22	26	0	2	136	39	0	19	234	21	576	2,576	0	0	2	4
4:15 PM	0	16	15	4	0	42	15	18	0	3	151	39	0	39	254	22	618	2,897	2	1	0	2
4:30 PM	0	10	19	9	0	30	13	30	0	0	144	49	0	43	285	18	650	3,242	0	4	2	4
4:45 PM	0	9	17	4	0	44	13	16	0	6	178	43	0	47	336	19	732	3,553	2	7	6	1
5:00 PM	0	11	25	5	0	58	26	32	0	3	169	42	0	50	455	21	897	3,784	0	4	6	3
5:15 PM	0	16	23	9	0	58	25	43	0	1	178	47	0	54	482	27	963	3,709	3	6	1	3
5:30 PM	0	11	32	5	0	61	25	34	0	0	171	39	0	77	482	24	961	3,529	3	8	3	2
5:45 PM	0	25	19	7	0	51	34	34	0	0	174	51	0	44	502	22	963	3,263	1	5	6	3
6:00 PM	0	12	17	10	0	52	28	29	0	3	169	22	0	27	427	26	822	2,940	3	2	4	5
6:15 PM	0	14	16	6	0	47	17	20	0	4	174	37	0	27	393	28	783		1	5	3	2
6:30 PM	0	11	12	5	0	35	20	12	0	1	171	39	0	18	350	21	695		2	4	1	4
6:45 PM	0	14	10	4	0	35	15	20	0	4	156	35	0	28	294	25	640		4	1	2	8

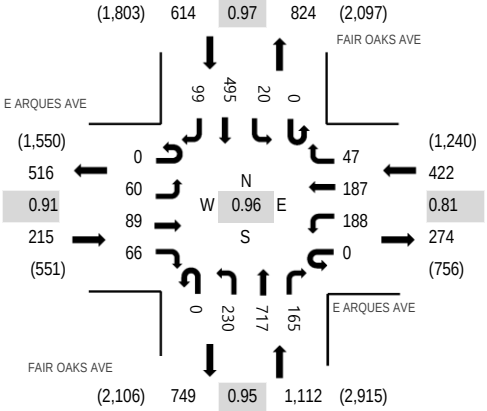
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Lights	0	63	99	26	0	224	110	142	0	4	687	175	0	224	1,907	94	3,755
Mediums	0	0	0	0	0	4	0	0	0	0	4	4	0	1	14	0	27
Total	0	63	99	26	0	228	110	143	0	4	692	179	0	225	1,921	94	3,784

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

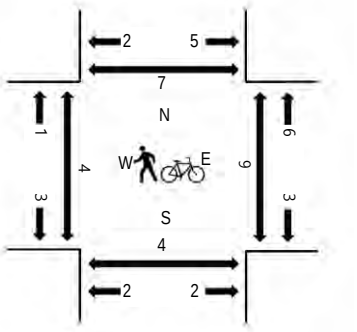
Location: 15 FAIR OAKS AVE & E ARQUES AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E ARQUES AVE Eastbound				E ARQUES AVE Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	10	7	0	33	35	8	0	35	63	10	0	5	137	31	377	1,918	1	2	0	2
7:15 AM	0	13	14	8	0	36	33	4	0	50	98	21	0	4	124	26	431	2,058	0	0	0	4
7:30 AM	0	18	15	8	0	46	47	11	0	50	133	24	0	3	124	35	514	2,244	0	0	0	0
7:45 AM	0	20	23	11	0	56	64	23	0	51	151	34	0	3	130	30	596	2,305	1	0	0	2
8:00 AM	0	13	16	4	0	50	54	10	0	45	123	31	0	8	135	28	517	2,288	3	2	3	0
8:15 AM	0	21	22	16	0	40	46	15	0	60	186	44	0	4	138	25	617	2,363	1	4	1	1
8:30 AM	0	13	23	21	0	52	42	10	0	57	184	31	0	2	121	19	575	2,341	0	2	1	1
8:45 AM	0	15	22	13	0	46	45	9	0	51	181	44	0	5	119	29	579	2,328	1	0	1	2
9:00 AM	0	11	22	16	0	50	54	13	0	62	166	46	0	9	117	26	592	2,303	1	2	1	3
9:15 AM	0	5	33	17	0	51	48	17	0	71	185	48	0	7	92	21	595		1	1	0	4
9:30 AM	0	10	26	14	0	42	42	12	0	74	177	52	0	5	86	22	562		3	1	2	4
9:45 AM	0	13	22	13	0	35	46	15	0	72	148	57	0	11	98	24	554		4	2	1	1

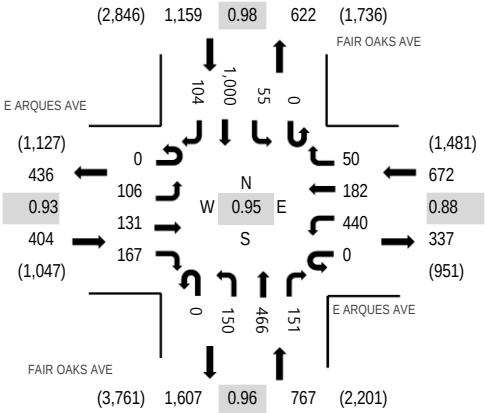
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	59	89	63	0	180	181	46	0	227	705	164	0	19	482	96	2,311
Mediums	0	1	0	3	0	8	6	1	0	3	12	1	0	1	13	3	52
Total	0	60	89	66	0	188	187	47	0	230	717	165	0	20	495	99	2,363

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

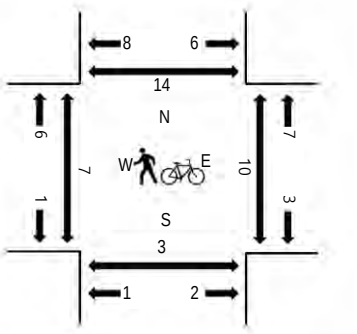
Location: 15 FAIR OAKS AVE & E ARQUES AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E ARQUES AVE Eastbound				E ARQUES AVE Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	15	20	23	0	36	15	11	0	31	108	26	0	14	148	25	472	2,090	2	0	0	0
4:15 PM	0	22	29	24	0	40	28	8	0	34	90	25	0	4	161	13	478	2,263	0	2	0	3
4:30 PM	0	21	23	29	0	55	19	14	0	33	108	35	0	9	185	15	546	2,564	2	0	0	2
4:45 PM	0	28	33	27	0	64	28	12	0	42	115	32	0	8	185	20	594	2,804	1	0	0	2
5:00 PM	0	22	30	37	0	75	52	14	0	38	97	46	0	14	204	16	645	2,950	2	6	2	0
5:15 PM	0	23	30	38	0	124	45	16	0	39	127	41	0	14	253	29	779	3,002	3	0	0	1
5:30 PM	0	23	33	53	0	134	48	9	0	40	135	30	0	14	239	28	786	2,847	2	5	2	4
5:45 PM	0	33	40	32	0	92	49	7	0	44	115	40	0	13	258	17	740	2,662	0	3	0	1
6:00 PM	0	27	28	44	0	90	40	18	0	27	89	40	0	14	250	30	697	2,535	1	2	1	5
6:15 PM	0	24	33	31	0	65	32	10	0	33	110	47	0	14	197	28	624		0	0	1	2
6:30 PM	0	14	26	29	0	70	43	7	0	38	115	38	0	16	185	20	601		0	0	0	1
6:45 PM	0	29	39	35	0	67	36	8	0	36	112	45	0	8	182	16	613		0	0	0	1

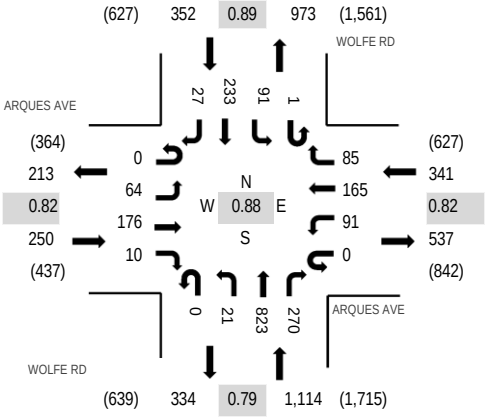
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	106	129	167	0	438	182	50	0	150	463	149	0	55	993	104	2,986
Mediums	0	0	2	0	0	1	0	0	0	0	3	2	0	0	7	0	15
Total	0	106	131	167	0	440	182	50	0	150	466	151	0	55	1,000	104	3,002

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

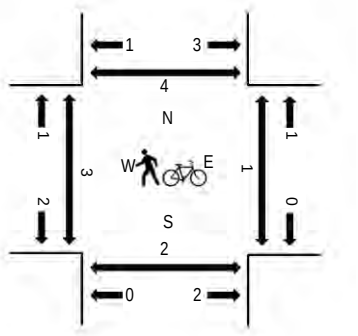
Location: 45 WOLFE RD & ARQUES AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ARQUES AVE Eastbound				ARQUES AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	25	0	0	22	30	18	1	3	64	22	0	8	45	1	252	1,349	0	0	0	0
7:15 AM	0	8	25	3	0	17	10	14	0	2	82	20	0	12	46	2	241	1,533	1	0	0	1
7:30 AM	0	21	34	1	0	15	33	21	0	1	133	29	1	16	50	5	360	1,751	0	0	0	1
7:45 AM	0	11	41	5	0	32	54	20	0	3	182	59	0	14	68	7	496	1,974	1	0	0	2
8:00 AM	0	12	33	3	0	19	45	18	0	10	147	52	1	19	71	6	436	2,057	1	0	0	1
8:15 AM	0	17	44	3	0	20	43	26	0	2	169	66	0	22	44	3	459		1	0	0	0
8:30 AM	0	17	42	3	0	23	33	13	0	3	277	72	0	25	65	10	583		1	0	0	2
8:45 AM	0	18	57	1	0	29	44	28	0	6	230	80	0	25	53	8	579		0	0	0	1

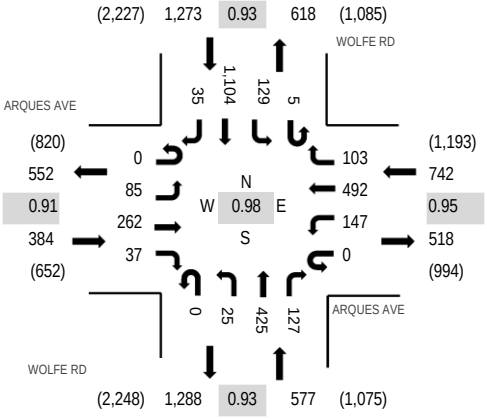
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	3	0	0	2	1	0	1	0	0	9
Lights	0	64	174	9	0	83	156	79	0	20	806	263	1	85	227	26	1,993
Mediums	0	0	2	1	0	6	9	3	0	1	15	6	0	5	6	1	55
Total	0	64	176	10	0	91	165	85	0	21	823	270	1	91	233	27	2,057

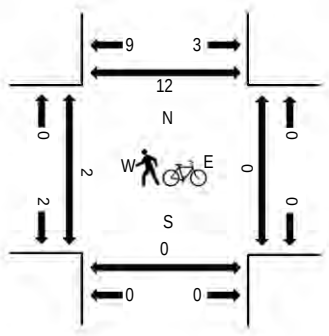
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 45 WOLFE RD & ARQUES AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	ARQUES AVE Eastbound				ARQUES AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	16	42	4	0	40	37	16	0	3	79	42	1	28	141	4	453	2,171	0	0	1	2
4:15 PM	0	13	51	5	0	30	52	19	0	4	93	43	2	31	170	4	517	2,457	2	0	0	3
4:30 PM	0	19	52	2	0	39	66	21	1	7	74	42	1	28	175	12	539	2,686	0	0	0	3
4:45 PM	0	17	41	6	0	40	74	17	0	1	77	32	2	44	307	4	662	2,880	0	0	0	1
5:00 PM	0	20	75	10	0	31	131	19	0	2	107	37	0	44	258	5	739	2,976	0	0	0	1
5:15 PM	0	20	65	6	0	45	127	24	0	6	93	25	2	26	291	16	746		1	0	0	6
5:30 PM	0	16	56	11	0	30	112	27	0	6	119	30	3	27	289	7	733		0	0	0	2
5:45 PM	0	29	66	10	0	41	122	33	0	11	106	35	0	32	266	7	758		1	0	0	3

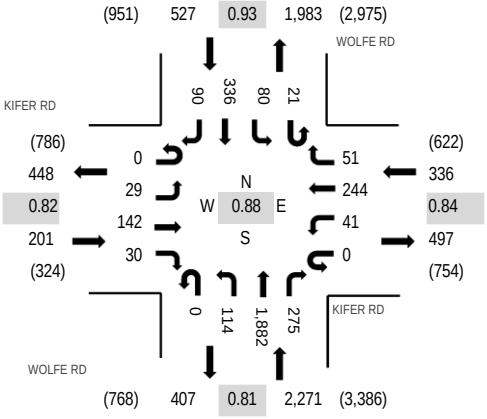
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	83	256	36	0	146	485	103	0	25	403	124	5	129	1,102	34	2,931
Mediums	0	2	6	1	0	1	7	0	0	0	21	3	0	0	2	1	44
Total	0	85	262	37	0	147	492	103	0	25	425	127	5	129	1,104	35	2,976

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

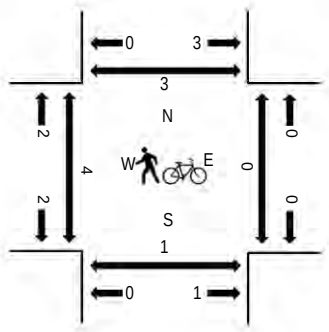
Location: 46 WOLFE RD & KIFER RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIFER RD Eastbound				KIFER RD Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	16	3	0	14	42	17	1	12	127	24	4	7	55	27	351	1,948	0	0	0	0
7:15 AM	0	3	11	5	0	9	39	8	0	14	187	30	2	8	76	16	408	2,280	0	0	0	0
7:30 AM	0	3	25	7	0	8	49	19	0	26	253	38	2	8	70	22	530	2,654	2	0	0	0
7:45 AM	0	9	30	9	0	13	56	12	0	8	343	52	1	8	91	27	659	3,072	0	0	3	0
8:00 AM	0	3	21	6	0	12	68	10	0	22	345	55	6	21	96	18	683	3,335	0	0	0	0
8:15 AM	0	10	37	10	0	13	74	18	0	25	411	55	8	21	78	22	782		2	0	0	1
8:30 AM	0	8	37	8	0	6	46	10	0	29	596	79	3	14	84	28	948		1	0	1	0
8:45 AM	0	8	47	6	0	10	56	13	0	38	530	86	4	24	78	22	922		1	0	0	2

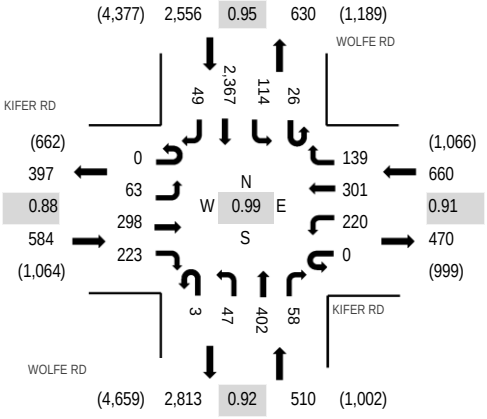
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	4
Lights	0	24	139	28	0	39	237	49	0	113	1,873	274	20	76	329	89	3,290
Mediums	0	4	2	2	0	2	7	2	0	1	9	1	0	3	7	1	41
Total	0	29	142	30	0	41	244	51	0	114	1,882	275	21	80	336	90	3,335

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

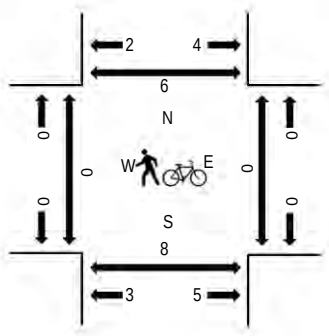
Location: 46 WOLFE RD & KIFER RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIFER RD Eastbound				KIFER RD Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	19	81	30	0	28	54	14	0	11	107	20	9	36	300	16	725	3,199	1	1	0	1
4:15 PM	0	13	63	30	0	36	32	31	1	13	105	15	7	45	328	13	732	3,509	0	0	0	0
4:30 PM	0	21	80	33	0	46	39	27	0	2	83	13	4	51	386	19	804	3,869	1	0	0	0
4:45 PM	0	4	73	33	0	38	46	15	0	10	96	16	4	36	557	10	938	4,157	2	0	0	0
5:00 PM	0	11	75	41	0	63	85	34	1	14	106	10	6	34	546	9	1,035	4,310	0	0	3	3
5:15 PM	0	14	90	49	0	52	59	42	1	7	87	17	5	25	627	17	1,092		0	0	1	1
5:30 PM	0	19	68	79	0	43	73	35	1	17	112	9	9	20	602	5	1,092		0	0	2	2
5:45 PM	0	19	65	54	0	62	84	28	0	9	97	22	6	35	592	18	1,091		0	0	0	0

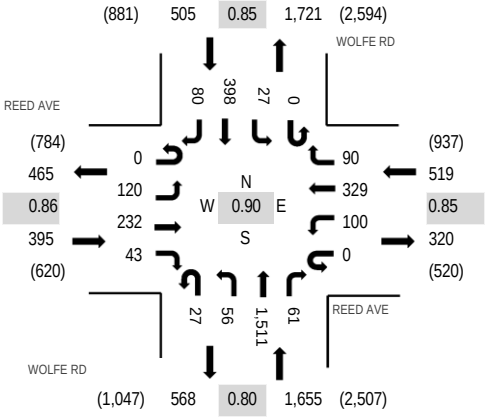
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	61	296	223	0	219	301	137	3	47	400	58	26	110	2,364	49	4,294
Mediums	0	2	1	0	0	1	0	2	0	0	2	0	0	4	3	0	15
Total	0	63	298	223	0	220	301	139	3	47	402	58	26	114	2,367	49	4,310

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

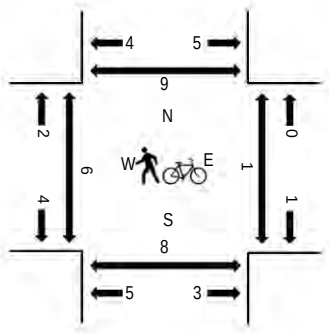
Location: 47 WOLFE RD & REED AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED AVE Eastbound				REED AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	19	29	8	0	24	35	14	1	5	91	11	0	4	62	13	316	1,871	0	0	0	0
7:15 AM	0	10	35	7	0	34	47	14	2	6	139	26	0	0	82	10	412	2,231	0	0	0	1
7:30 AM	0	9	27	14	0	25	71	20	4	5	221	12	0	4	94	6	512	2,534	2	0	1	1
7:45 AM	0	20	34	13	0	25	92	17	7	7	299	16	0	2	77	22	631	2,880	0	0	0	2
8:00 AM	0	30	52	12	0	22	86	18	6	16	273	12	0	9	114	26	676	3,074	2	1	0	5
8:15 AM	0	33	71	11	0	24	86	18	6	13	326	17	0	8	76	26	715		1	0	2	1
8:30 AM	0	33	68	8	0	27	97	37	9	9	428	22	0	5	98	17	858		2	0	2	1
8:45 AM	0	24	41	12	0	27	60	17	6	18	484	10	0	5	110	11	825		1	0	1	2

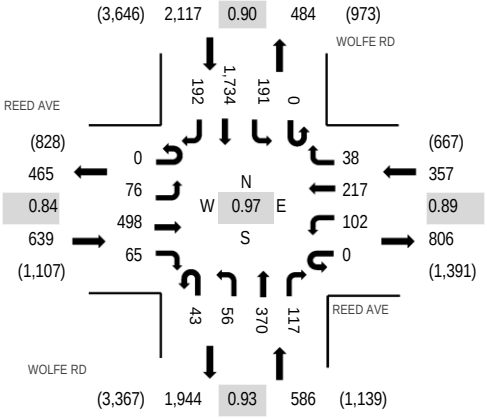
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	118	230	39	0	98	326	88	27	51	1,497	60	0	25	385	77	3,021
Mediums	0	2	2	4	0	2	3	2	0	5	14	1	0	2	13	3	53
Total	0	120	232	43	0	100	329	90	27	56	1,511	61	0	27	398	80	3,074

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

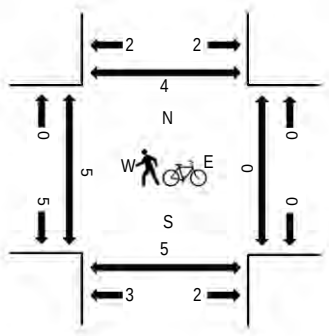
Location: 47 WOLFE RD & REED AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED AVE Eastbound				REED AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	15	81	12	0	22	53	7	6	10	93	26	0	27	233	25	610	2,860	1	3	8	0
4:15 PM	0	23	80	10	0	20	33	17	6	14	102	21	0	28	296	36	686	3,153	0	6	2	2
4:30 PM	0	21	76	10	0	19	44	8	4	11	84	25	0	29	338	34	703	3,416	0	0	1	0
4:45 PM	0	10	112	18	0	19	61	7	6	15	99	31	3	49	404	27	861	3,660	1	1	3	3
5:00 PM	0	23	115	15	0	26	52	10	9	13	87	28	0	60	434	31	903	3,699	0	0	0	0
5:15 PM	0	22	105	14	0	25	47	8	10	13	85	32	0	47	487	54	949		0	0	2	0
5:30 PM	0	15	156	19	0	21	57	11	9	18	99	31	0	47	416	48	947		0	0	1	3
5:45 PM	0	16	122	17	0	30	61	9	15	12	99	26	0	37	397	59	900		1	0	2	1

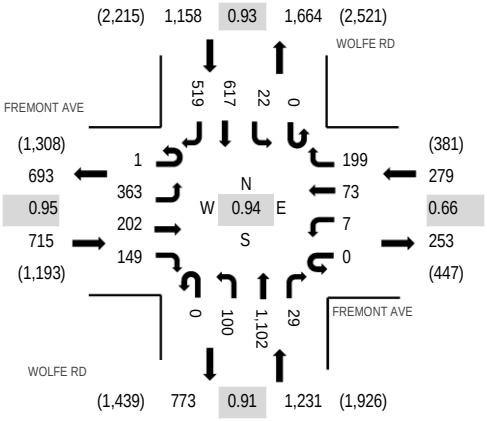
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	75	495	62	0	101	217	36	43	54	367	117	0	189	1,725	192	3,673
Mediums	0	1	3	3	0	1	0	2	0	2	3	0	0	2	9	0	26
Total	0	76	498	65	0	102	217	38	43	56	370	117	0	191	1,734	192	3,699

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

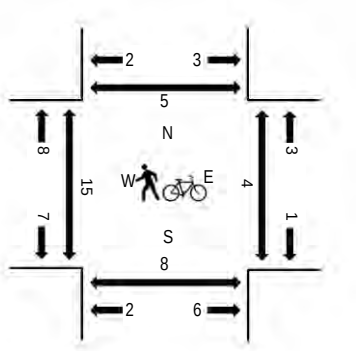
Location: 30 WOLFE RD & FREMONT AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	30	27	15	0	1	7	7	0	12	82	2	0	2	93	119	397	2,332	1	0	3	0
7:15 AM	0	67	37	35	0	2	11	8	0	21	98	3	0	4	145	113	544	2,716	0	2	1	1
7:30 AM	0	61	33	38	0	1	10	16	0	36	174	2	0	20	154	103	648	2,986	2	0	1	2
7:45 AM	0	64	35	36	0	2	15	22	0	29	228	8	0	21	144	139	743	3,239	2	0	1	0
8:00 AM	0	68	67	51	0	2	15	18	0	22	251	6	0	4	144	133	781	3,383	4	0	4	1
8:15 AM	0	102	41	38	0	1	16	31	0	29	269	5	0	6	147	129	814		4	0	2	3
8:30 AM	1	97	55	35	0	0	18	72	0	25	308	7	0	7	163	113	901		3	0	1	1
8:45 AM	0	96	39	25	0	4	24	78	0	24	274	11	0	5	163	144	887		0	4	1	0

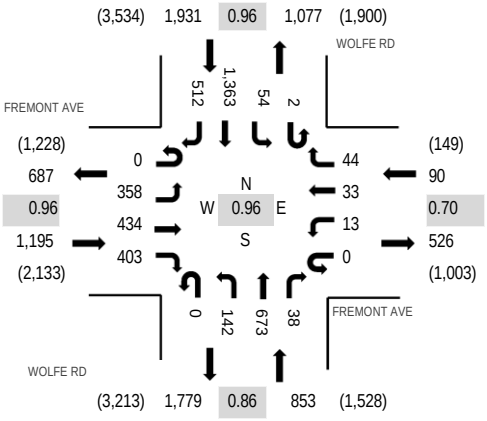
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	4
Lights	1	361	198	148	0	7	72	199	0	98	1,088	29	0	22	591	511	3,325
Mediums	0	2	3	1	0	0	1	0	0	2	12	0	0	0	25	8	54
Total	1	363	202	149	0	7	73	199	0	100	1,102	29	0	22	617	519	3,383

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

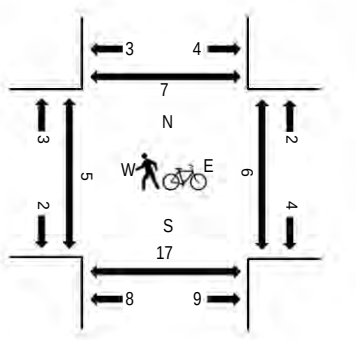
Location: 30 WOLFE RD & FREMONT AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	68	86	58	0	2	4	8	0	24	94	26	0	17	247	110	744	3,275	1	7	7	1
4:15 PM	0	76	87	69	0	1	5	7	0	26	134	16	0	13	253	83	770	3,502	1	2	2	0
4:30 PM	0	80	87	67	0	0	7	5	0	27	126	16	0	13	296	117	841	3,751	1	3	1	0
4:45 PM	1	78	100	81	0	3	10	7	0	34	140	12	0	4	357	93	920	3,971	1	1	1	1
5:00 PM	0	78	118	91	0	1	7	9	0	31	124	7	0	16	366	123	971	4,069	0	0	5	0
5:15 PM	0	106	104	101	0	5	7	6	0	33	164	10	1	8	356	118	1,019		0	2	0	3
5:30 PM	0	95	103	112	0	2	8	13	0	42	192	13	1	13	326	141	1,061		3	1	2	2
5:45 PM	0	79	109	99	0	5	11	16	0	36	193	8	0	17	315	130	1,018		0	3	5	2

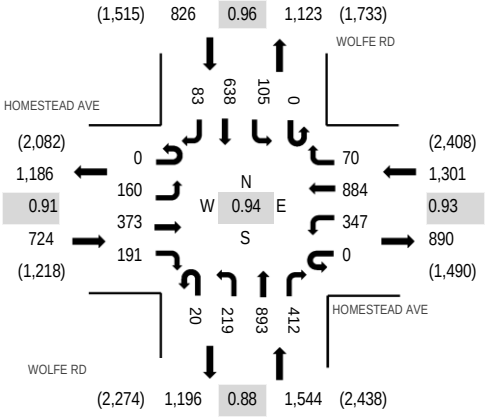
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	353	432	402	0	13	33	44	0	142	665	38	2	54	1,355	506	4,039
Mediums	0	4	2	1	0	0	0	0	0	0	8	0	0	0	8	6	29
Total	0	358	434	403	0	13	33	44	0	142	673	38	2	54	1,363	512	4,069

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

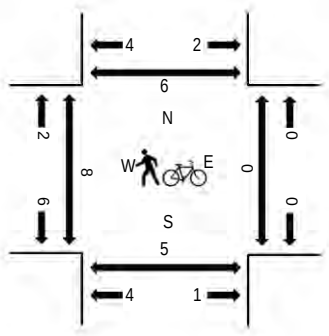
Location: 31 WOLFE RD & HOMESTEAD AVE AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD AVE Eastbound				HOMESTEAD AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	35	27	0	70	129	5	5	30	65	43	0	9	112	3	539	3,184	0	1	1	0
7:15 AM	0	20	64	36	0	88	170	12	5	23	92	62	0	14	138	11	735	3,668	2	1	4	0
7:30 AM	0	17	72	40	0	84	195	16	8	39	142	78	0	22	165	8	886	4,019	0	1	0	0
7:45 AM	0	33	105	39	0	86	234	18	5	36	184	77	0	19	170	18	1,024	4,302	3	3	2	2
8:00 AM	0	34	97	50	0	88	208	4	3	51	166	99	0	15	186	22	1,023	4,395	2	0	4	0
8:15 AM	0	42	95	48	0	77	226	14	10	48	215	103	0	41	149	18	1,086		1	0	0	0
8:30 AM	0	47	99	60	0	80	232	23	1	59	243	106	0	29	167	23	1,169		1	0	0	2
8:45 AM	0	37	82	33	0	102	218	29	6	61	269	104	0	20	136	20	1,117		3	0	1	2

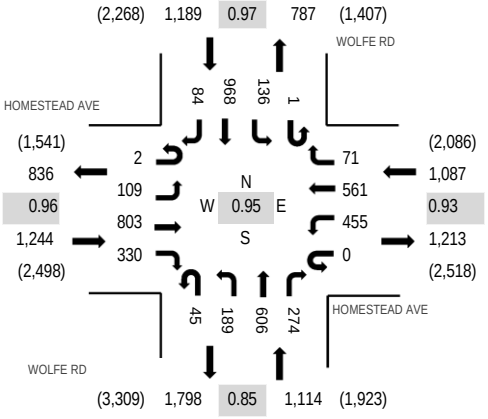
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	0	1	0	0	2	0	5
Lights	0	152	369	181	0	334	867	64	20	214	868	399	0	103	621	79	4,271
Mediums	0	7	4	10	0	12	17	6	0	5	25	12	0	2	15	4	119
Total	0	160	373	191	0	347	884	70	20	219	893	412	0	105	638	83	4,395

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

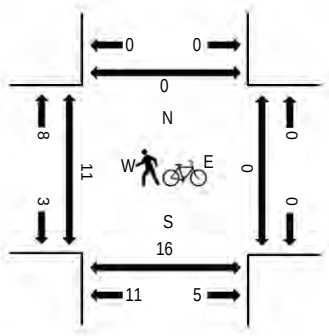
Location: 31 WOLFE RD & HOMESTEAD AVE PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD AVE Eastbound				HOMESTEAD AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	16	248	53	0	92	128	22	4	21	94	45	0	26	187	24	960	4,141	1	4	0	1
4:15 PM	0	23	242	52	0	91	116	24	6	28	131	58	0	36	238	16	1,061	4,272	0	5	5	1
4:30 PM	0	25	246	54	0	102	158	29	16	31	96	55	0	32	181	21	1,046	4,362	4	2	3	1
4:45 PM	0	23	205	67	0	91	120	26	11	33	111	69	0	43	266	9	1,074	4,485	3	1	5	3
5:00 PM	0	24	215	62	0	100	128	12	13	35	128	59	0	30	265	20	1,091	4,634	0	0	1	0
5:15 PM	0	29	197	71	0	120	151	19	9	48	150	66	0	32	246	13	1,151		4	0	4	0
5:30 PM	1	31	186	101	0	111	138	16	10	53	158	59	0	28	252	25	1,169		1	0	4	0
5:45 PM	1	25	205	96	0	124	144	24	13	53	170	90	1	46	205	26	1,223		3	0	6	0

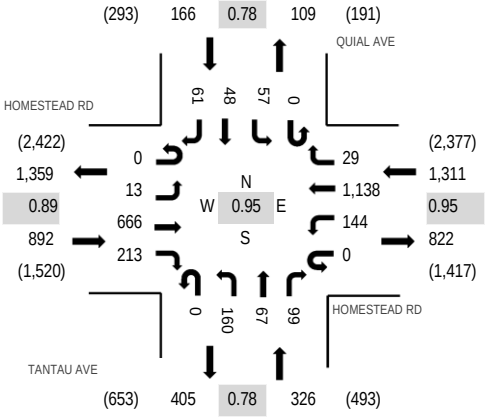
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	4
Lights	2	109	790	327	0	454	560	71	44	186	604	250	1	134	958	84	4,574
Mediums	0	0	13	3	0	1	1	0	0	3	2	24	0	2	7	0	56
Total	2	109	803	330	0	455	561	71	45	189	606	274	1	136	968	84	4,634

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

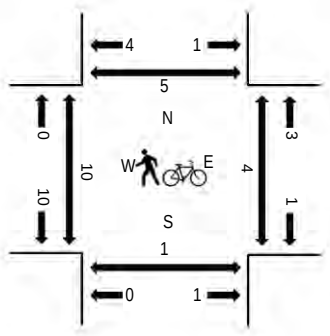
Location: 57 TANTAU AVE & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				TANTAU AVE Northbound				QUIAL AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	57	18	0	16	167	8	0	14	6	8	0	4	3	8	309	1,988	2	0	1	1
7:15 AM	0	1	109	34	0	14	226	10	0	15	4	12	0	12	3	7	447	2,281	1	0	3	0
7:30 AM	0	1	143	44	0	22	284	20	0	17	16	13	0	26	10	10	606	2,542	0	1	0	0
7:45 AM	0	2	165	54	0	26	269	4	0	34	10	18	0	28	4	12	626	2,613	0	2	0	0
8:00 AM	0	5	160	37	0	26	263	6	0	37	17	17	0	7	12	15	602	2,695	2	1	0	0
8:15 AM	0	2	201	48	0	34	296	6	0	23	14	26	0	24	10	24	708		2	0	0	0
8:30 AM	0	2	151	61	0	42	285	8	0	41	16	31	0	16	13	11	677		0	3	1	1
8:45 AM	0	4	154	67	0	42	294	9	0	59	20	25	0	10	13	11	708		0	0	0	3

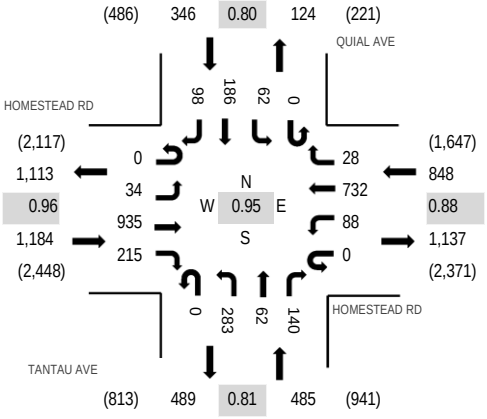
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3
Lights	0	12	658	206	0	139	1,116	29	0	153	67	91	0	57	48	61	2,637
Mediums	0	1	8	7	0	4	22	0	0	6	0	7	0	0	0	0	55
Total	0	13	666	213	0	144	1,138	29	0	160	67	99	0	57	48	61	2,695

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

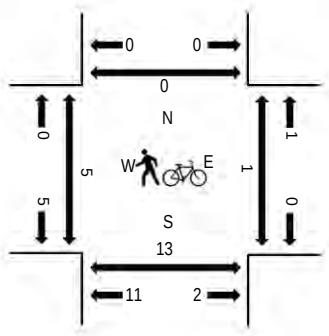
Location: 57 TANTAU AVE & HOMESTEAD RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



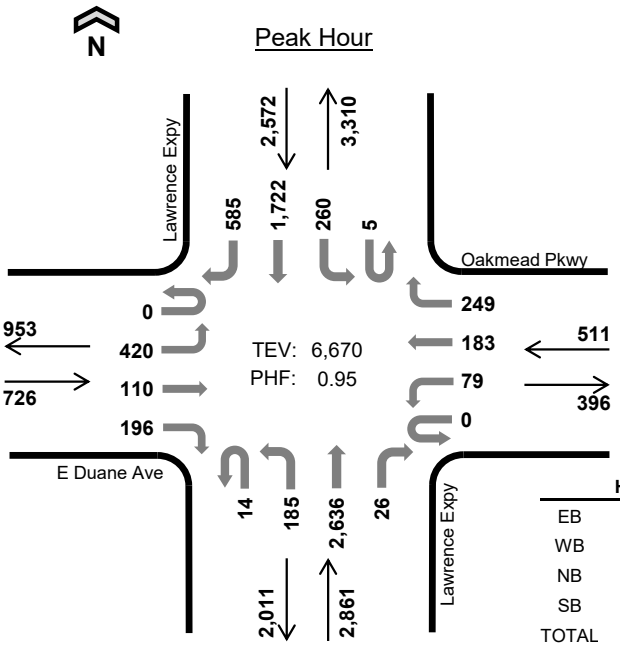
Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				TANTAU AVE Northbound				QUIAL AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	251	64	0	11	159	4	0	63	10	49	0	12	12	11	650	2,659	0	1	3	1
4:15 PM	0	10	264	54	0	13	163	7	0	55	9	34	0	19	11	7	646	2,686	0	1	4	0
4:30 PM	0	7	256	42	0	14	196	11	0	91	6	37	0	17	13	5	695	2,790	2	0	0	0
4:45 PM	0	5	248	59	0	19	193	9	0	53	15	34	0	13	12	8	668	2,805	0	0	0	0
5:00 PM	0	11	231	57	0	18	141	8	0	86	18	54	0	17	26	10	677	2,863	1	0	0	0
5:15 PM	0	7	229	62	0	29	205	7	0	75	12	31	0	16	45	32	750		0	1	7	0
5:30 PM	0	9	227	50	0	19	193	3	0	60	12	29	0	19	57	32	710		0	0	5	0
5:45 PM	0	7	248	46	0	22	193	10	0	62	20	26	0	10	58	24	726		1	0	1	0

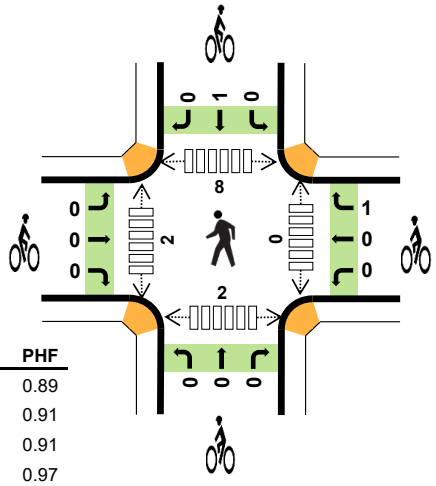
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	34	901	214	0	87	731	28	0	282	62	133	0	62	186	97	2,817
Mediums	0	0	34	1	0	1	1	0	0	1	0	7	0	0	0	1	46
Total	0	34	935	215	0	88	732	28	0	283	62	140	0	62	186	98	2,863

Lawrence Expy
E Duane Ave



Date: 05-23-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.4%	0.89
WB	0.8%	0.91
NB	2.4%	0.91
SB	3.3%	0.97
TOTAL	2.5%	0.95

Two-Hour Count Summaries

Interval Start		E Duane Ave Eastbound				Oakmead Pkwy Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	24	12	10	1	4	11	29	2	27	445	5	1	60	262	82	975	0
7:15 AM		0	49	14	32	0	12	13	40	3	28	544	10	2	44	372	92	1,255	0
7:30 AM		0	64	13	36	0	5	30	43	1	16	594	16	1	41	399	84	1,343	0
7:45 AM		0	79	17	42	0	10	41	38	1	42	703	5	0	51	406	149	1,584	5,157
8:00 AM		**0**	**87**	**18**	**62**	**0**	**15**	**48**	**59**	**5**	**58**	**656**	**6**	**2**	**70**	**418**	**167**	**1,671**	5,853
8:15 AM		**0**	**124**	**34**	**45**	**0**	**16**	**56**	**52**	**3**	**45**	**641**	**3**	**0**	**68**	**368**	**161**	**1,616**	6,214
8:30 AM		**0**	**105**	**26**	**52**	**0**	**19**	**49**	**72**	**2**	**40**	**737**	**9**	**3**	**54**	**449**	**146**	**1,763**	6,634
8:45 AM		**0**	**104**	**32**	**37**	**0**	**29**	**30**	**66**	**4**	**42**	**602**	**8**	**0**	**68**	**487**	**111**	**1,620**	**6,670**
Count Total		0	636	166	316	1	110	278	399	21	298	4,922	62	9	456	3,161	992	11,827	0
Peak Hour	**All**	**0**	**420**	**110**	**196**	**0**	**79**	**183**	**249**	**14**	**185**	**2,636**	**26**	**5**	**260**	**1,722**	**585**	**6,670**	**0**
	HV	**0**	**9**	**0**	**1**	**0**	**1**	**0**	**3**	**0**	**0**	**67**	**1**	**0**	**9**	**59**	**18**	**168**	**0**
	HV%	**-**	**2%**	**0%**	**1%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**3%**	**4%**	**0%**	**3%**	**3%**	**3%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	2	13	24	*40*	0	0	0	1	*1*	0	1	1	1	*3*
7:15 AM	2	1	12	22	*37*	0	0	1	0	*1*	0	1	3	0	*4*
7:30 AM	3	2	10	23	*38*	0	0	0	0	*0*	0	1	3	2	*6*
7:45 AM	3	2	11	22	*38*	0	0	0	1	*1*	0	1	3	1	*5*
8:00 AM	**3**	**0**	**14**	**18**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	*3*
8:15 AM	**4**	**0**	**14**	**20**	***38***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	*3*
8:30 AM	**0**	**1**	**21**	**19**	***41***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**2**	**0**	*2*
8:45 AM	**3**	**3**	**19**	**29**	***54***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**1**	**2**	***4***
Count Total	19	11	114	177	*321*	0	1	1	3	*5*	0	6	18	6	*30*
Peak Hour	**10**	**4**	**68**	**86**	***168***	**0**	**1**	**0**	**1**	***2***	**0**	**2**	**8**	**2**	***12***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Duane Ave				Oakmead Pkwy				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	1	0	0	13	0	0	0	21	3	40	0
7:15 AM	0	2	0	0	0	0	0	1	1	0	11	0	0	1	19	2	37	0
7:30 AM	0	1	2	0	0	1	0	1	0	0	10	0	0	1	17	5	38	0
7:45 AM	0	3	0	0	0	0	0	2	0	0	11	0	0	1	18	3	38	153
8:00 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**11**	**6**	**35**	148
8:15 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**4**	**11**	**5**	**38**	149
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**21**	**0**	**0**	**2**	**15**	**2**	**41**	152
8:45 AM	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**18**	**1**	**0**	**2**	**22**	**5**	**54**	**168**
Count Total	0	16	2	1	0	2	1	8	1	0	112	1	0	12	134	31	321	0
Peak Hour	**0**	**9**	**0**	**1**	**0**	**1**	**0**	**3**	**0**	**0**	**67**	**1**	**0**	**9**	**59**	**18**	**168**	**0**

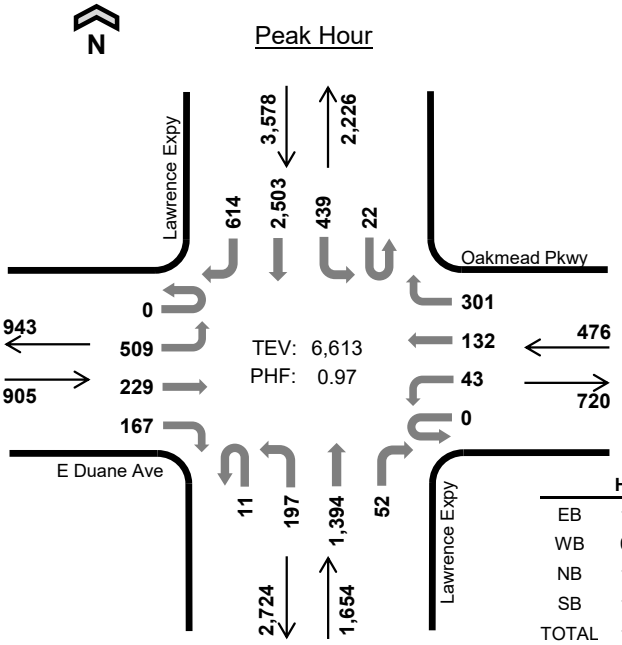
Two-Hour Count Summaries - Bikes

Interval Start	E Duane Ave			Oakmead Pkwy			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
Count Total	0	0	0	0	0	1	0	1	0	0	3	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**

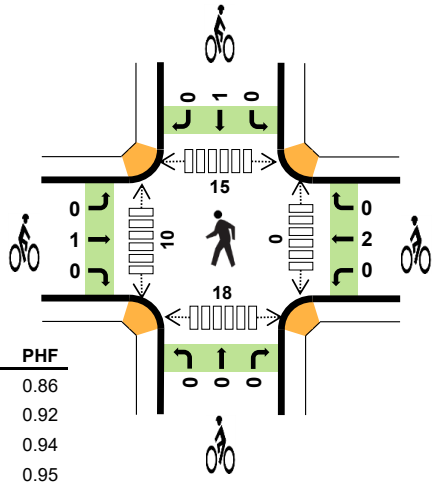
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
E Duane Ave

Date: 05-23-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.0%	0.86
WB	0.6%	0.92
NB	1.3%	0.94
SB	1.0%	0.95
TOTAL	1.1%	0.97



Two-Hour Count Summaries

Interval Start		E Duane Ave Eastbound				Oakmead Pkwy Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	82	36	46	0	12	13	67	3	43	272	9	2	80	701	79	1,445	0
4:15 PM		0	90	40	47	1	9	14	54	1	40	312	5	1	75	716	95	1,500	0
4:30 PM		0	91	39	45	0	17	10	58	4	38	355	10	4	65	758	111	1,605	0
4:45 PM		0	107	45	43	0	13	23	43	7	51	344	13	1	69	668	105	1,532	6,082
5:00 PM		**0**	**148**	**68**	**48**	**0**	**8**	**31**	**91**	**8**	**48**	**302**	**6**	**0**	**90**	**629**	**131**	**1,608**	6,245
5:15 PM		**0**	**134**	**60**	**45**	**0**	**15**	**32**	**76**	**2**	**46**	**357**	**19**	**5**	**94**	**705**	**116**	**1,706**	6,451
5:30 PM		**0**	**111**	**46**	**44**	**0**	**11**	**28**	**64**	**0**	**52**	**376**	**14**	**11**	**124**	**626**	**178**	**1,685**	6,531
5:45 PM		**0**	**116**	**55**	**30**	**0**	**9**	**41**	**70**	**1**	**51**	**359**	**13**	**6**	**131**	**543**	**189**	**1,614**	**6,613**
Count Total		0	879	389	348	1	94	192	523	26	369	2,677	89	30	728	5,346	1,004	12,695	0
Peak Hour	**All**	**0**	**509**	**229**	**167**	**0**	**43**	**132**	**301**	**11**	**197**	**1,394**	**52**	**22**	**439**	**2,503**	**614**	**6,613**	**0**
	HV	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**22**	**0**	**0**	**3**	**23**	**11**	**71**	**0**
	HV%	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**0%**	**2%**	**0%**	**0%**	**1%**	**1%**	**2%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	9	7	*21*	0	0	0	0	*0*	0	0	7	2	*9*
4:15 PM	2	1	4	14	*21*	0	0	0	0	*0*	0	3	4	0	*7*
4:30 PM	5	2	4	10	*21*	0	0	0	0	*0*	0	3	1	9	*13*
4:45 PM	1	0	5	7	*13*	0	1	0	0	*1*	0	0	2	1	*3*
5:00 PM	**3**	**1**	**7**	**10**	***21***	**1**	**0**	**0**	**1**	***2***	**0**	**1**	**2**	**1**	*4*
5:15 PM	**3**	**1**	**7**	**12**	***23***	**0**	**1**	**0**	**0**	***1***	**0**	**5**	**6**	**1**	*12*
5:30 PM	**2**	**0**	**5**	**9**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**5**	**5**	*12*
5:45 PM	**1**	**1**	**3**	**6**	***11***	**0**	**1**	**0**	**0**	***1***	**0**	**2**	**2**	**11**	***15***
Count Total	20	8	44	75	*147*	1	3	0	1	*5*	0	16	29	30	*75*
Peak Hour	**9**	**3**	**22**	**37**	***71***	**1**	**2**	**0**	**1**	***4***	**0**	**10**	**15**	**18**	***43***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Duane Ave				Oakmead Pkwy				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	0	0	0	0	2	0	0	9	0	0	2	4	1	21	0
4:15 PM	0	2	0	0	0	0	0	1	0	0	4	0	0	2	10	2	21	0
4:30 PM	0	5	0	0	0	0	0	2	0	0	4	0	0	1	6	3	21	0
4:45 PM	0	1	0	0	0	0	0	0	0	2	3	0	0	0	5	2	13	76
5:00 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**9**	**1**	**21**	76
5:15 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**1**	**6**	**5**	**23**	78
5:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**5**	**2**	**16**	73
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**3**	**11**	**71**
Count Total	0	19	1	0	0	0	0	8	0	2	42	0	0	8	48	19	147	0
Peak Hour	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**22**	**0**	**0**	**3**	**23**	**11**	**71**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Duane Ave			Oakmead Pkwy			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	1	0	0	2	1	0	0	0	0	1	0	5	0
Peak Hour	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**

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

Lawrence/Arques

	Lawrence SB			Arques WB			Lawrence NB			Arques EB				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total	
7:00	9	302	78	16	37	10	29	419	17	20	16	27	980	4/4/2017
7:15	23	375	55	17	42	22	56	515	34	20	12	19	1190	
7:30	21	347	44	38	52	21	54	649	52	42	26	24	1370	
7:45	28	347	75	28	98	30	55	727	68	34	29	38	1557	
8:00	24	371	74	35	86	11	94	746	88	31	31	41	1632	
8:15	22	328	75	25	85	17	86	709	95	34	45	40	1561	
8:30	17	318	90	32	77	15	92	796	64	36	35	38	1610	
8:45	34	277	84	33	84	16	82	756	54	36	44	34	1534	
7:00-8:00	81	1371	252	99	229	83	194	2310	171	116	83	108	5097	
7:15-8:15	96	1440	248	118	278	84	259	2637	242	127	98	122	5749	
7:30-8:30	95	1393	268	126	321	79	289	2831	303	141	131	143	6120	
7:45-8:45	91	1364	314	120	346	73	327	2978	315	135	140	157	6360	
8:00-9:00	97	1294	323	125	332	59	354	3007	301	137	155	153	6337	

All Traffic Data Services Inc.
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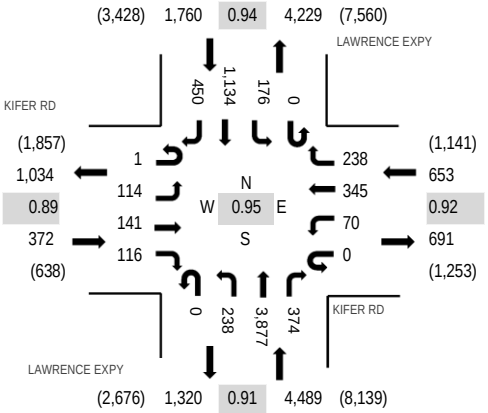
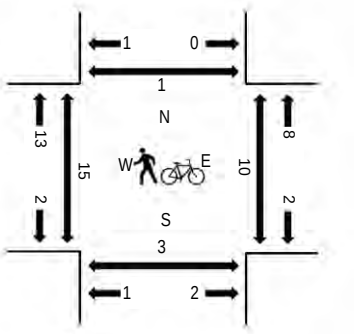
Location: 1 LAWRENCE EXPY & KIFER RD AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIFER RD Eastbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	10	14	38	0	11	43	32	0	44	531	80	1	34	278	82	1,198	6,072	1	0	0	0
7:15 AM	0	16	12	34	0	16	54	33	0	51	661	82	2	35	276	78	1,350	6,621	0	2	0	0
7:30 AM	0	26	17	23	0	18	85	47	0	44	937	108	2	33	284	92	1,716	7,059	3	1	0	0
7:45 AM	0	22	28	26	0	18	83	48	0	61	962	89	1	30	334	106	1,808	7,167	0	0	0	0
8:00 AM	1	21	29	29	0	24	77	46	0	69	879	91	0	56	319	106	1,747	7,274	5	5	0	0
8:15 AM	0	33	39	33	0	19	86	60	0	52	975	77	0	43	275	96	1,788		3	3	0	1
8:30 AM	0	28	36	26	0	21	88	68	0	51	946	112	0	33	292	123	1,824		0	1	0	0
8:45 AM	0	32	37	28	0	6	94	64	0	66	1,077	94	0	44	248	125	1,915		4	1	2	0

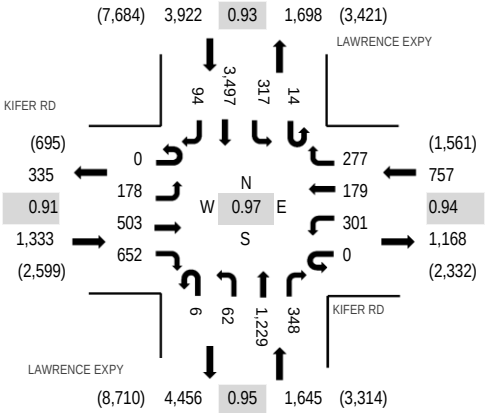
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	1	0	0	5	1	0	0	5	0	15
Lights	1	107	137	112	0	60	338	230	0	237	3,851	371	0	175	1,095	438	7,152
Mediums	0	4	4	4	0	10	7	7	0	1	21	2	0	1	34	12	107
Total	1	114	141	116	0	70	345	238	0	238	3,877	374	0	176	1,134	450	7,274

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

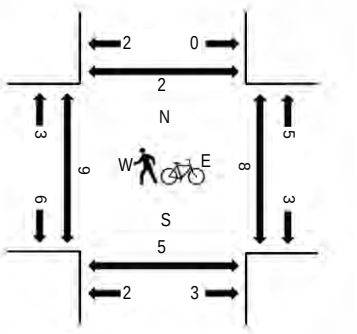
Location: 1 LAWRENCE EXPY & KIFER RD PM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIFER RD Eastbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	37	162	185	0	67	38	74	2	16	289	97	0	69	782	30	1,848	7,572	3	1	2	0
4:15 PM	0	37	114	156	0	63	40	75	2	7	356	99	2	94	845	27	1,917	7,657	1	1	0	0
4:30 PM	0	48	130	161	0	74	28	68	1	13	300	90	5	87	935	28	1,968	7,650	1	0	2	1
4:45 PM	0	45	147	175	0	77	48	57	2	20	272	66	3	68	838	21	1,839	7,542	3	1	1	1
5:00 PM	0	48	112	160	0	87	63	77	1	22	301	93	4	68	879	18	1,933	7,586	1	2	0	0
5:15 PM	0	38	117	139	0	66	66	80	0	10	344	87	4	60	879	20	1,910		5	1	2	0
5:30 PM	0	38	110	133	0	71	48	82	1	11	297	102	2	74	857	34	1,860		4	4	0	0
5:45 PM	0	47	131	129	0	75	55	82	0	15	303	95	6	60	868	17	1,883		3	2	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	1	0	0	3	0	0	0	3	0	9
Lights	0	175	499	651	0	301	175	273	6	62	1,214	339	14	315	3,475	86	7,585
Mediums	0	2	3	1	0	0	4	3	0	0	12	9	0	2	19	8	63
Total	0	178	503	652	0	301	179	277	6	62	1,229	348	14	317	3,497	94	7,657

All Traffic Data Services Inc.
(303) 216-2439
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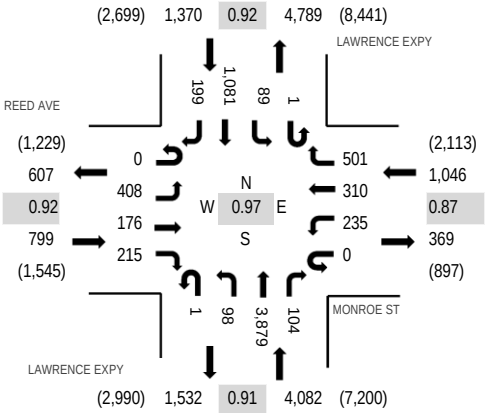
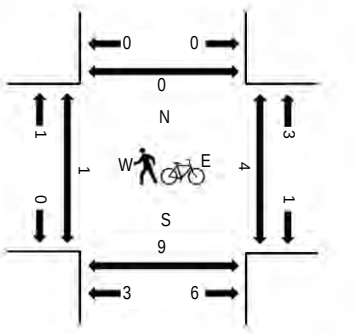
Location: 2 LAWRENCE EXPY & MONROE ST AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED AVE Eastbound				MONROE ST Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	52	76	39	0	33	54	106	1	28	510	39	1	47	175	41	1,202	6,260	1	0	7	0
7:15 AM	0	88	99	27	0	69	110	143	0	21	612	66	0	32	266	38	1,571	6,936	0	4	4	0
7:30 AM	0	85	34	44	0	83	82	116	0	43	854	22	0	26	329	37	1,755	7,193	0	1	1	0
7:45 AM	0	112	33	57	0	55	90	126	1	48	847	26	0	28	279	30	1,732	7,140	1	0	3	0
8:00 AM	0	111	44	65	0	53	82	106	1	31	988	26	0	25	302	44	1,878	7,297	0	0	1	0
8:15 AM	0	78	42	62	0	57	78	129	0	28	987	33	0	34	249	51	1,828		0	1	2	0
8:30 AM	0	130	50	44	0	67	71	152	0	19	829	19	1	14	259	47	1,702		0	3	2	0
8:45 AM	0	89	40	44	0	58	79	114	0	20	1,075	26	0	16	271	57	1,889		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	2	0	0	0	2	0	2	2	0	0	0	4	5	19
Lights	0	401	173	210	0	231	304	496	1	95	3,860	100	1	89	1,039	190	7,190
Mediums	0	5	3	3	0	4	6	3	0	1	17	4	0	0	38	4	88
Total	0	408	176	215	0	235	310	501	1	98	3,879	104	1	89	1,081	199	7,297

All Traffic Data Services Inc.
(303) 216-2439
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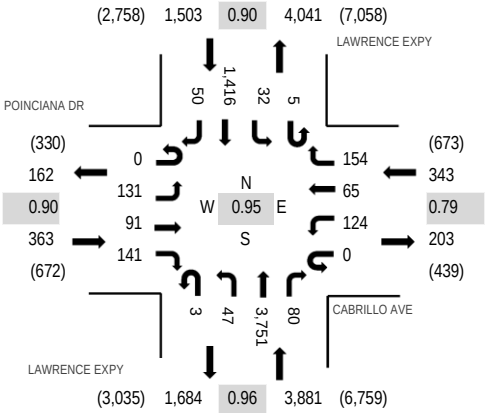
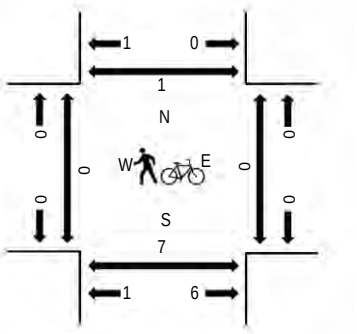
Location: 3 LAWRENCE EXPY & CABRILLO AVE AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	POINCIANA DR Eastbound				CABRILLO AVE Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	36	14	17	0	24	10	24	0	2	528	23	0	5	206	5	894	4,772	0	0	0	0
7:15 AM	0	30	25	21	0	45	20	22	1	3	671	37	0	14	307	20	1,216	5,477	0	0	0	0
7:30 AM	0	48	16	15	0	49	27	37	1	11	751	12	1	18	312	20	1,318	5,802	0	0	0	0
7:45 AM	0	42	24	21	0	28	19	25	3	7	802	26	0	22	301	24	1,344	5,960	0	0	4	0
8:00 AM	0	33	12	38	0	30	23	33	0	14	975	21	4	11	388	17	1,599	6,090	0	0	2	0
8:15 AM	0	40	26	35	0	33	13	38	0	14	971	23	0	9	329	10	1,541		0	0	3	0
8:30 AM	0	27	21	30	0	34	10	45	1	11	892	15	0	7	369	14	1,476		0	0	0	0
8:45 AM	0	31	32	38	0	27	19	38	2	8	913	21	1	5	330	9	1,474		0	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12
Lights	0	129	87	141	0	122	65	154	3	47	3,726	77	5	31	1,373	46	6,006
Mediums	0	2	4	0	0	2	0	0	0	0	21	3	0	1	35	4	72
Total	0	131	91	141	0	124	65	154	3	47	3,751	80	5	32	1,416	50	6,090

All Traffic Data Services Inc.
(303) 216-2439
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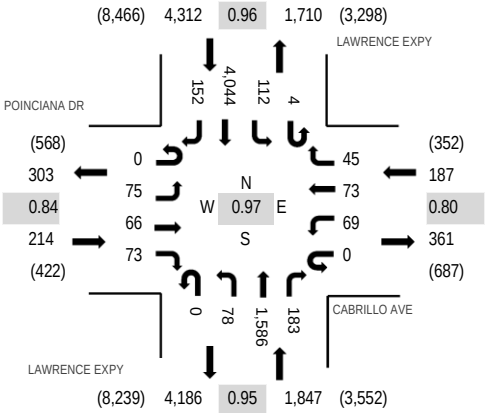
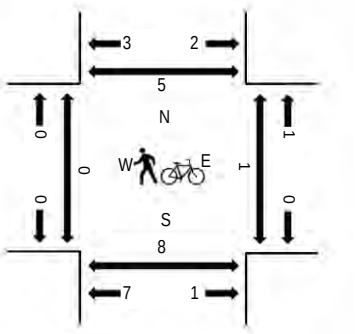
Location: 3 LAWRENCE EXPY & CABRILLO AVE PM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	POINCIANA DR Eastbound				CABRILLO AVE Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	25	9	14	0	13	8	7	4	21	378	33	2	25	954	33	1,526	6,232	0	2	2	0
4:15 PM	0	24	11	13	0	16	10	17	3	23	396	42	1	24	944	32	1,556	6,311	0	0	0	0
4:30 PM	0	17	18	32	0	21	21	9	4	17	323	47	2	31	952	33	1,527	6,343	0	0	2	0
4:45 PM	0	16	13	16	0	17	14	12	0	20	356	38	3	35	1,050	33	1,623	6,485	1	0	0	0
5:00 PM	0	20	15	18	0	15	13	7	0	19	384	45	1	29	1,012	27	1,605	6,560	0	0	2	1
5:15 PM	0	18	19	23	0	20	26	13	0	25	379	45	2	28	952	38	1,588		0	0	2	0
5:30 PM	0	24	19	17	0	22	20	10	0	16	397	49	1	28	1,032	34	1,669		0	0	0	0
5:45 PM	0	13	13	15	0	12	14	15	0	18	426	44	0	27	1,048	53	1,698		0	0	3	2

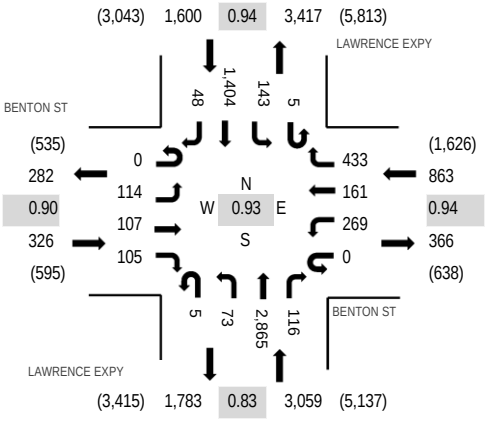
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	74	66	73	0	69	73	45	0	76	1,568	182	4	109	4,030	151	6,520
Mediums	0	1	0	0	0	0	0	0	0	2	18	1	0	3	14	1	40
Total	0	75	66	73	0	69	73	45	0	78	1,586	183	4	112	4,044	152	6,560

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

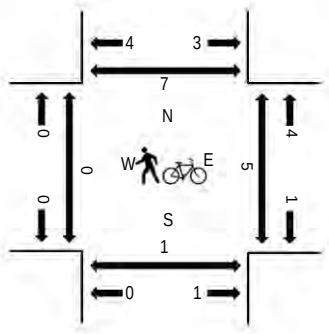
Location: 39 LAWRENCE EXPY & BENTON ST AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BENTON ST Eastbound				BENTON ST Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	28	12	13	0	46	12	73	0	13	479	14	2	30	229	8	959	5,254	0	0	0	2
7:15 AM	0	39	20	26	0	65	22	96	2	15	614	27	0	24	277	28	1,255	5,835	0	0	0	1
7:30 AM	0	35	27	20	0	68	48	80	3	23	755	25	2	29	321	24	1,460	5,848	0	0	0	1
7:45 AM	0	22	30	21	0	67	30	115	0	14	925	27	1	36	289	3	1,580	5,666	0	4	0	0
8:00 AM	0	36	29	27	0	66	36	118	1	15	725	30	0	41	409	7	1,540	5,147	0	0	0	3
8:15 AM	0	21	21	37	0	68	47	120	1	21	460	34	2	37	385	14	1,268		0	0	0	1
8:30 AM	0	22	27	24	0	70	56	117	2	19	447	29	2	22	437	4	1,278		0	0	0	1
8:45 AM	0	20	20	18	0	72	53	81	3	18	373	23	3	24	348	5	1,061		1	0	0	1

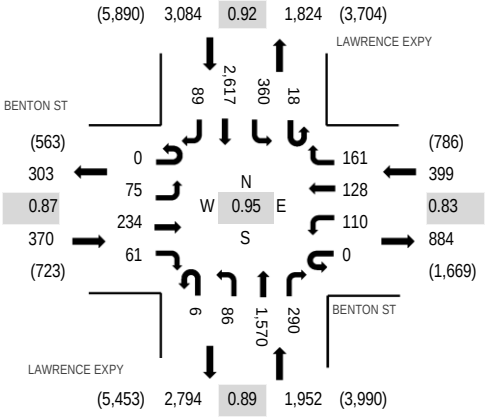
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	5	0	0	1	4	0	11
Lights	0	114	106	105	0	262	161	429	4	72	2,829	115	5	140	1,359	48	5,749
Mediums	0	0	1	0	0	7	0	3	1	1	31	1	0	2	41	0	88
Total	0	114	107	105	0	269	161	433	5	73	2,865	116	5	143	1,404	48	5,848

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

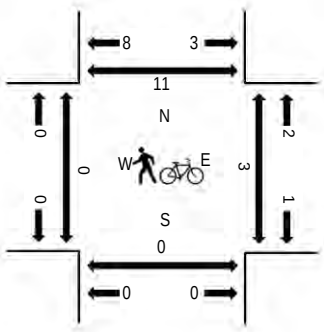
Location: 39 LAWRENCE EXPY & BENTON ST PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BENTON ST Eastbound				BENTON ST Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	42	7	0	30	24	28	2	18	398	55	5	51	652	18	1,339	5,591	0	0	0	5
4:15 PM	0	8	25	8	0	21	17	33	1	22	385	70	2	71	784	15	1,462	5,787	1	2	0	6
4:30 PM	0	19	47	14	0	26	27	34	1	19	356	67	4	81	711	24	1,430	5,805	0	0	0	6
4:45 PM	0	23	51	12	0	28	42	43	1	24	361	69	3	74	612	17	1,360	5,752	0	1	0	2
5:00 PM	0	19	50	14	0	27	27	41	3	23	441	73	8	102	680	27	1,535	5,798	0	0	0	1
5:15 PM	0	14	86	21	0	29	32	43	1	20	412	81	3	103	614	21	1,480		0	2	0	0
5:30 PM	0	23	81	27	0	45	38	51	2	21	398	67	4	69	536	15	1,377		0	1	0	4
5:45 PM	0	24	81	18	0	35	32	33	0	26	471	102	8	71	491	14	1,406		0	0	0	2

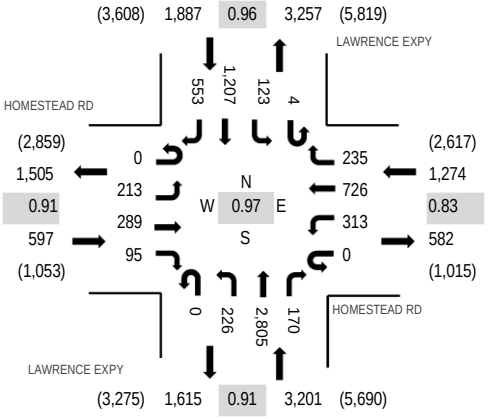
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	75	233	61	0	110	128	159	6	86	1,550	288	18	358	2,606	89	5,767
Mediums	0	0	1	0	0	0	0	2	0	0	19	2	0	2	9	0	35
Total	0	75	234	61	0	110	128	161	6	86	1,570	290	18	360	2,617	89	5,805

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

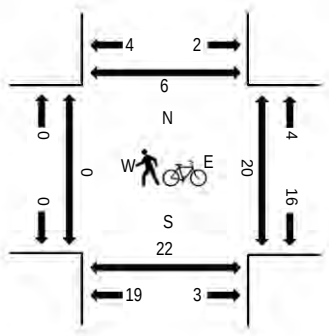
Location: 40 LAWRENCE EXPY & HOMESTEAD RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	28	20	15	0	70	121	53	0	38	432	33	0	14	244	67	1,135	6,009	0	1	1	0
7:15 AM	0	39	28	28	0	75	200	68	0	52	563	33	0	18	338	99	1,541	6,662	0	0	0	0
7:30 AM	0	62	55	43	0	95	231	100	0	62	540	44	2	20	329	127	1,710	6,753	0	1	4	1
7:45 AM	0	41	68	29	0	78	187	65	0	61	569	62	0	38	316	109	1,623	6,837	0	1	4	7
8:00 AM	0	58	61	22	0	81	176	55	0	45	754	41	2	42	312	139	1,788	6,959	0	3	2	0
8:15 AM	0	65	76	25	0	76	191	61	0	47	589	51	1	44	278	128	1,632		0	3	4	3
8:30 AM	0	43	89	27	0	86	205	70	0	57	698	37	0	20	320	142	1,794		0	5	6	2
8:45 AM	0	47	63	21	0	70	154	49	0	77	764	41	1	17	297	144	1,745		0	9	10	0

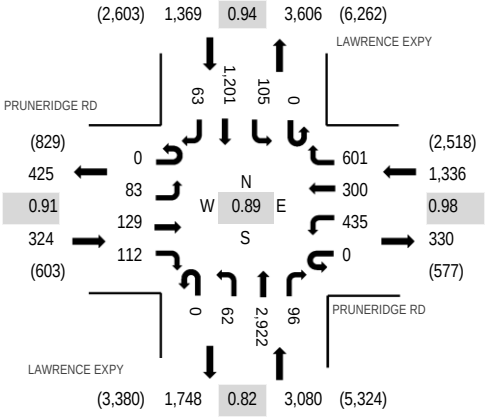
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	1	1	0	0	1	2	0	0	1	2	2	12
Lights	0	210	284	93	0	310	716	232	0	222	2,792	168	3	119	1,173	535	6,857
Mediums	0	3	5	0	0	2	9	3	0	3	11	2	1	3	32	16	90
Total	0	213	289	95	0	313	726	235	0	226	2,805	170	4	123	1,207	553	6,959

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

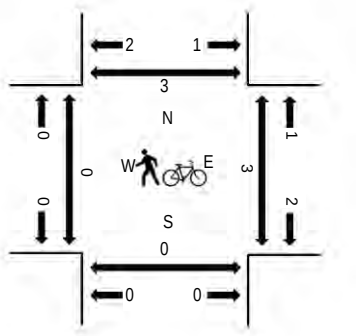
Location: 41 LAWRENCE EXPY & PRUNERIDGE RD AM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PRUNERIDGE RD Eastbound				PRUNERIDGE RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	22	5	11	0	106	26	102	0	8	466	8	0	7	232	12	1,005	5,467	0	0	0	1
7:15 AM	0	17	18	43	0	127	75	124	2	18	518	30	1	16	253	12	1,254	5,916	0	0	0	0
7:30 AM	0	18	22	24	0	112	74	137	0	10	718	19	0	27	321	9	1,491	6,109	0	0	0	1
7:45 AM	0	28	17	20	0	135	50	158	0	14	908	22	0	28	329	8	1,717	5,941	0	0	0	1
8:00 AM	0	17	34	47	0	102	92	146	0	11	660	25	0	19	282	19	1,454	5,581	0	2	0	1
8:15 AM	0	20	56	21	0	86	84	160	0	27	636	30	0	31	269	27	1,447		0	1	0	0
8:30 AM	0	34	20	29	0	101	107	117	0	24	526	31	0	28	283	23	1,323		0	0	4	1
8:45 AM	0	32	18	30	0	94	57	146	2	15	551	45	0	21	319	27	1,357		0	0	0	1

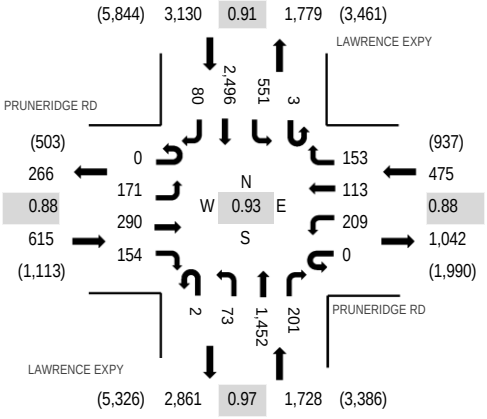
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8
Lights	0	82	124	111	0	432	296	595	0	62	2,899	94	0	104	1,177	63	6,039
Mediums	0	1	5	1	0	3	4	6	0	0	17	2	0	1	22	0	62
Total	0	83	129	112	0	435	300	601	0	62	2,922	96	0	105	1,201	63	6,109

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

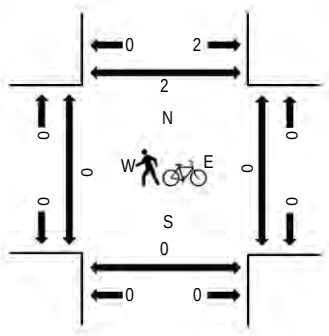
Location: 41 LAWRENCE EXPY & PRUNERIDGE RD PM
Date and Start Time: Tuesday, November 14, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PRUNERIDGE RD Eastbound				PRUNERIDGE RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	39	44	16	0	40	16	27	0	12	366	46	0	123	454	11	1,194	5,362	0	0	0	0
4:15 PM	0	31	41	21	0	26	15	18	0	18	374	45	0	148	543	21	1,301	5,771	0	2	0	5
4:30 PM	0	41	56	24	0	47	16	34	0	18	370	46	2	125	602	19	1,400	5,948	0	0	0	0
4:45 PM	0	48	76	34	0	51	26	34	0	15	373	35	1	162	596	16	1,467	5,945	0	0	0	0
5:00 PM	0	31	67	48	0	61	44	41	1	24	353	69	0	154	687	23	1,603	5,918	0	0	0	0
5:15 PM	0	51	91	48	0	50	27	44	1	16	356	51	0	110	611	22	1,478		0	0	0	1
5:30 PM	0	41	82	48	0	72	36	45	2	13	316	37	0	95	586	24	1,397		0	0	0	0
5:45 PM	0	23	78	34	0	85	34	48	5	16	354	54	0	155	533	21	1,440		0	0	0	0

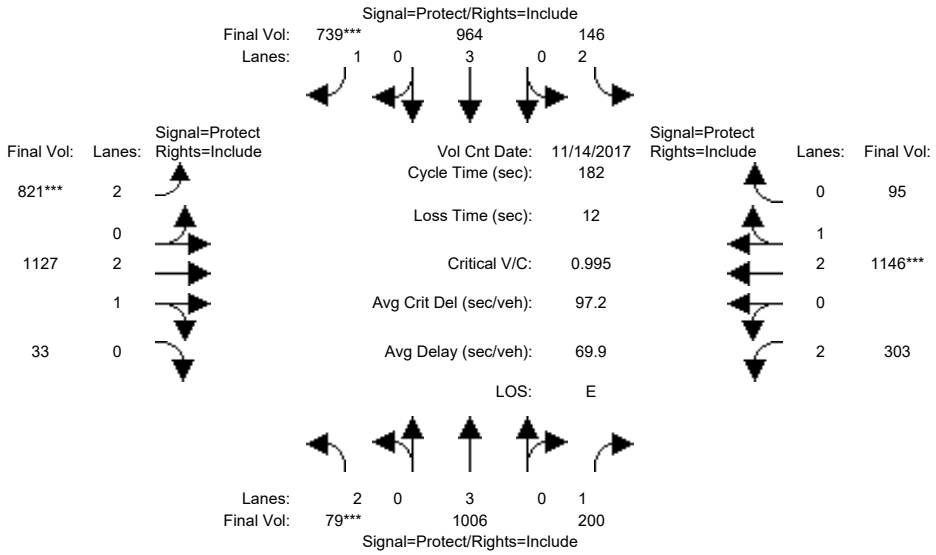
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	170	290	154	0	206	113	152	2	73	1,441	201	3	549	2,489	80	5,923
Mediums	0	1	0	0	0	3	0	1	0	0	10	0	0	2	7	0	24
Total	0	171	290	154	0	209	113	153	2	73	1,452	201	3	551	2,496	80	5,948

Appendix B
Level of Service Calculations

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

Intersection #1: SR 237 & El Camino Real



Street Name:	SR 237						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	79	1006	200	146	964	739	821	1127	33	303	1146	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:	79	1006	200	146	964	739	821	1127	33	303	1146	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:	79	1006	200	146	964	739	821	1127	33	303	1146	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:	79	1006	200	146	964	739	821	1127	33	303	1146	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1006	200	146	964	739	821	1127	33	303	1146	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:	79	1006	200	146	964	739	821	1127	33	303	1146	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.91	0.09	2.00	2.76	0.24
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5440	159	3150	5171	429
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.11	0.05	0.17	0.42	0.26	0.21	0.21	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	7.0	65.8	65.8	17.3	76.1	76.1	47.0	59.3	59.3	27.6	39.9	39.9
Volume/Cap:	0.65	0.49	0.32	0.49	0.40	1.01	1.01	0.64	0.64	0.64	1.01	1.01
Uniform Del:	86.3	45.0	41.9	78.2	37.1	53.0	67.5	52.1	52.1	72.5	71.0	71.0
IncremntDel:	12.0	0.2	0.3	1.3	0.1	35.8	34.1	0.7	0.7	2.8	28.1	28.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.3	45.2	42.2	79.4	37.2	88.7	101.6	52.9	52.9	75.3	99.2	99.2
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:	98.3	45.2	42.2	79.4	37.2	88.7	101.6	52.9	52.9	75.3	99.2	99.2
LOS by Move:	F	D	D	E-	D+	F	F	D-	D-	E-	F	F
HCM2kAvgQ:	4	14	8	5	12	51	33	19	19	9	26	26

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

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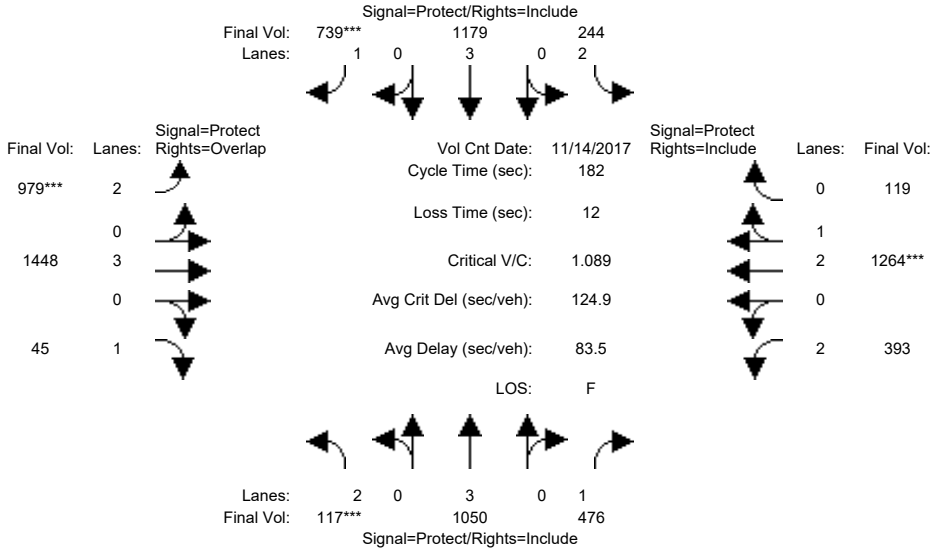
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #1: SR 237 & El Camino Real



Street Name:	SR 237						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	117	1050	476	244	1179	739	979	1448	45	393	1264	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1050	476	244	1179	739	979	1448	45	393	1264	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1050	476	244	1179	739	979	1448	45	393	1264	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1050	476	244	1179	739	979	1448	45	393	1264	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1050	476	244	1179	739	979	1448	45	393	1264	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1050	476	244	1179	739	979	1448	45	393	1264	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.73	0.27
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5118	482
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.27	0.08	0.21	0.42	0.31	0.25	0.03	0.12	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	7.0	60.1	60.1	17.1	70.2	70.2	51.7	62.2	69.2	30.6	41.1	41.1
Volume/Cap:	0.97	0.56	0.82	0.82	0.54	1.09	1.09	0.74	0.07	0.74	1.09	1.09
Uniform Del:	87.4	50.0	56.1	81.0	43.3	55.9	65.2	52.8	35.9	72.0	70.5	70.5
IncremntDel:	70.8	0.4	9.3	16.8	0.3	63.2	59.2	1.6	0.0	5.6	55.2	55.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	158.2	50.4	65.4	97.7	43.5	119.1	124.3	54.4	35.9	77.6	126	125.6
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:	158.2	50.4	65.4	97.7	43.5	119.1	124.3	54.4	35.9	77.6	126	125.6
LOS by Move:	F	D	E	F	D	F	F	D-	D+	E-	F	F
HCM2kAvgQ:	6	16	28	10	17	56	42	24	2	12	31	31

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

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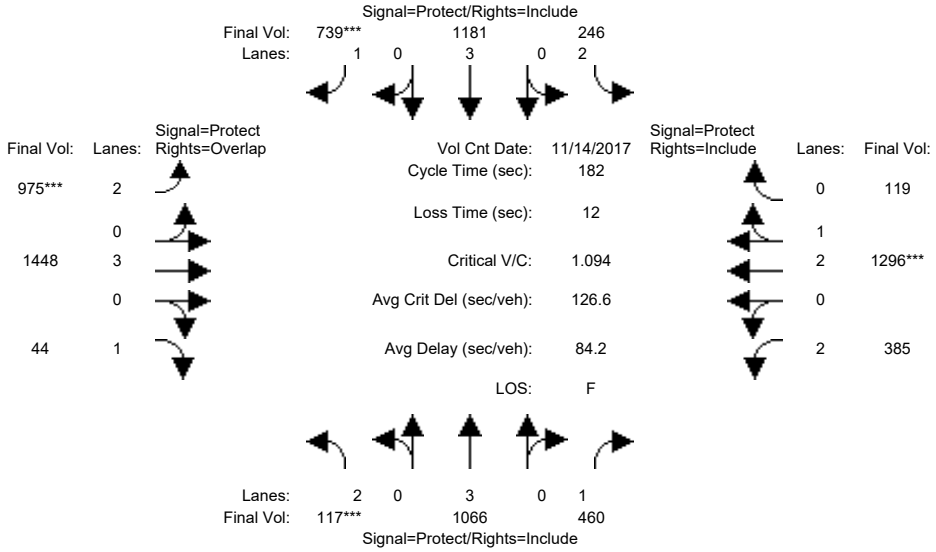
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1: SR 237 & El Camino Real



Street Name:	SR 237						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	117	1066	460	246	1181	739	975	1448	44	385	1296	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1066	460	246	1181	739	975	1448	44	385	1296	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1066	460	246	1181	739	975	1448	44	385	1296	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1066	460	246	1181	739	975	1448	44	385	1296	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1066	460	246	1181	739	975	1448	44	385	1296	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1066	460	246	1181	739	975	1448	44	385	1296	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5128	471
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.26	0.08	0.21	0.42	0.31	0.25	0.03	0.12	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	7.0	59.3	59.3	17.6	69.9	69.9	51.2	62.8	69.8	30.2	41.8	41.8
Volume/Cap:	0.97	0.57	0.81	0.81	0.54	1.10	1.10	0.74	0.07	0.74	1.10	1.10
Uniform Del:	87.4	50.9	56.1	80.5	43.5	56.0	65.4	52.3	35.4	72.1	70.1	70.1
IncremntDel:	70.8	0.4	8.3	14.6	0.3	65.0	61.1	1.5	0.0	5.4	56.8	56.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	158.2	51.3	64.4	95.1	43.8	121.1	126.5	53.8	35.5	77.5	127	126.9
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:	158.2	51.3	64.4	95.1	43.8	121.1	126.5	53.8	35.5	77.5	127	126.9
LOS by Move:	F	D-	E	F	D	F	F	D-	D+	E-	F	F
HCM2kAvgQ:	6	16	26	10	17	56	42	24	2	12	32	32

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

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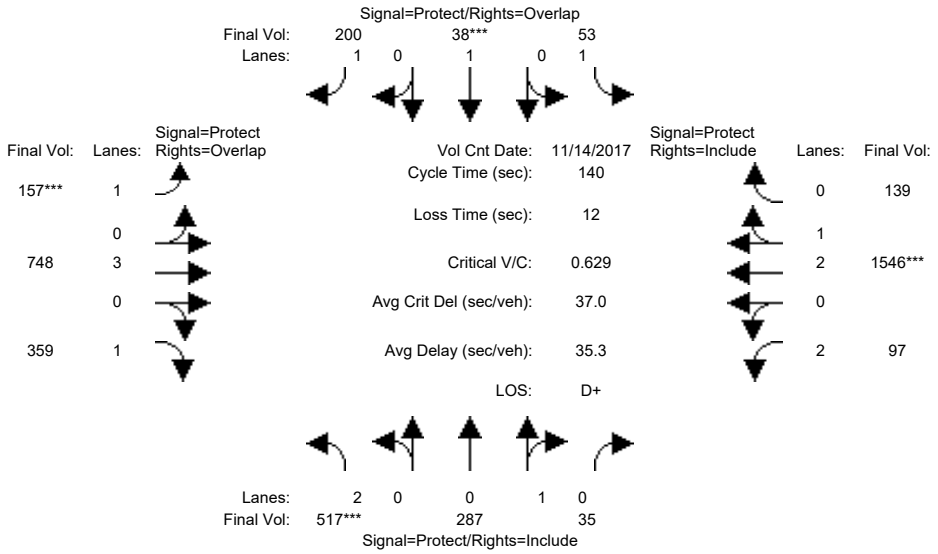
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: Sylvan Ave & El Camino Real



Street Name:	Sylvan Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	517	287	35	53	38	200	157	748	359	97	1546	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	287	35	53	38	200	157	748	359	97	1546	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	517	287	35	53	38	200	157	748	359	97	1546	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	287	35	53	38	200	157	748	359	97	1546	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	287	35	53	38	200	157	748	359	97	1546	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	287	35	53	38	200	157	748	359	97	1546	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	0.89	0.11	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.74	0.26
Final Sat.:	3150	1604	196	1750	1900	1750	1750	5700	1750	3150	5137	462
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.18	0.03	0.02	0.11	0.09	0.13	0.21	0.03	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	34.9	35.1	35.1	9.8	10.0	29.1	19.1	60.2	95.1	22.9	64.0	64.0
Volume/Cap:	0.66	0.71	0.71	0.43	0.28	0.55	0.66	0.31	0.30	0.19	0.66	0.66
Uniform Del:	47.2	47.9	47.9	62.4	61.6	49.6	57.4	26.2	9.1	50.5	29.5	29.5
IncremntDel:	2.1	5.3	5.3	2.4	1.1	1.8	6.6	0.1	0.1	0.2	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.2	53.2	53.2	64.9	62.7	51.4	64.0	26.3	9.2	50.7	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:	49.2	53.2	53.2	64.9	62.7	51.4	64.0	26.3	9.2	50.7	30.1	30.1
LOS by Move:	D	D-	D-	E	E	D-	E	C	A	D	C	C
HCM2kAvgQ:	13	14	14	3	2	9	7	7	6	2	18	18

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

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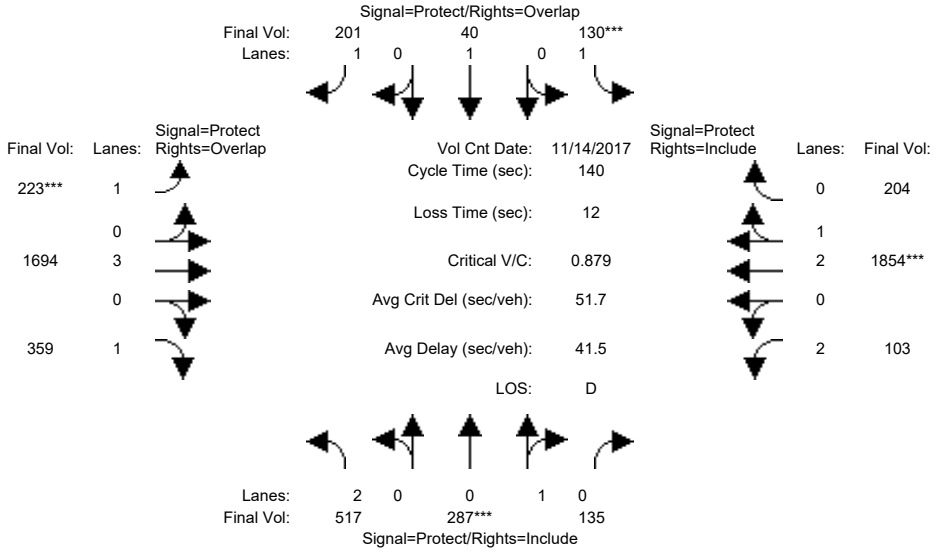
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #2: Sylvan Ave & El Camino Real



Street Name:	Sylvan Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	517	287	135	130	40	201	223	1694	359	103	1854	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:	517	287	135	130	40	201	223	1694	359	103	1854	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:	517	287	135	130	40	201	223	1694	359	103	1854	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:	517	287	135	130	40	201	223	1694	359	103	1854	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	287	135	130	40	201	223	1694	359	103	1854	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:	517	287	135	130	40	201	223	1694	359	103	1854	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	0.68	0.32	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.69	0.31
Final Sat.:	3150	1224	576	1750	1900	1750	1750	5700	1750	3150	5044	555
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.07	0.02	0.11	0.13	0.30	0.21	0.03	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	34.3	37.3	37.3	11.8	14.9	35.2	20.3	67.5	101.7	11.4	58.5	58.5
Volume/Cap:	0.67	0.88	0.88	0.88	0.20	0.46	0.88	0.62	0.28	0.40	0.88	0.88
Uniform Del:	47.8	49.2	49.2	63.4	57.1	44.3	58.7	26.7	6.6	61.1	37.5	37.5
IncremntDel:	2.3	16.8	16.8	40.8	0.5	0.8	27.6	0.4	0.1	1.0	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.1	66.0	66.0	104.2	57.6	45.1	86.2	27.2	6.7	62.1	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	66.0	66.0	104.2	57.6	45.1	86.2	27.2	6.7	62.1	41.7	41.7
LOS by Move:	D	E	E	F	E+	D	F	C	A	E	D	D
HCM2kAvgQ:	13	21	21	9	2	8	11	17	5	2	27	27

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

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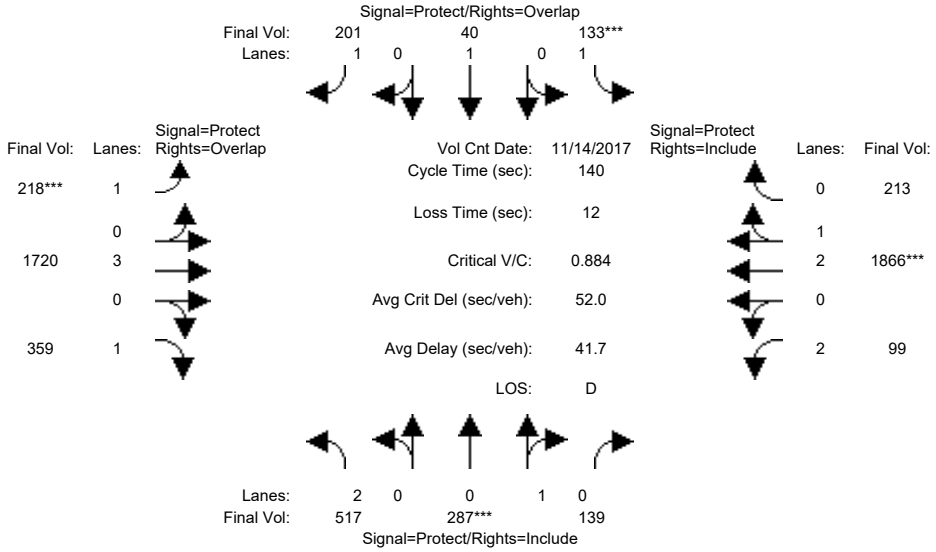
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #2: Sylvan Ave & El Camino Real



Street Name:	Sylvan Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	517	287	139	133	40	201	218	1720	359	99	1866	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	287	139	133	40	201	218	1720	359	99	1866	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	517	287	139	133	40	201	218	1720	359	99	1866	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	287	139	133	40	201	218	1720	359	99	1866	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	287	139	133	40	201	218	1720	359	99	1866	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	287	139	133	40	201	218	1720	359	99	1866	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	0.67	0.33	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.68	0.32
Final Sat.:	3150	1213	587	1750	1900	1750	1750	5700	1750	3150	5026	574
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.24	0.08	0.02	0.11	0.12	0.30	0.21	0.03	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	34.5	37.5	37.5	12.0	15.0	34.7	19.7	67.3	101.8	11.2	58.8	58.8
Volume/Cap:	0.67	0.88	0.88	0.88	0.20	0.46	0.88	0.63	0.28	0.39	0.88	0.88
Uniform Del:	47.6	49.2	49.2	63.3	57.0	44.7	59.0	27.0	6.5	61.2	37.5	37.5
IncremntDel:	2.2	17.4	17.4	41.5	0.5	0.8	29.2	0.5	0.1	1.0	4.4	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.8	66.6	66.6	104.8	57.5	45.5	88.2	27.5	6.7	62.2	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	66.6	66.6	104.8	57.5	45.5	88.2	27.5	6.7	62.2	41.9	41.9
LOS by Move:	D	E	E	F	E+	D	F	C	A	E	D	D
HCM2kAvgQ:	13	21	21	9	2	8	10	17	5	2	27	27

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

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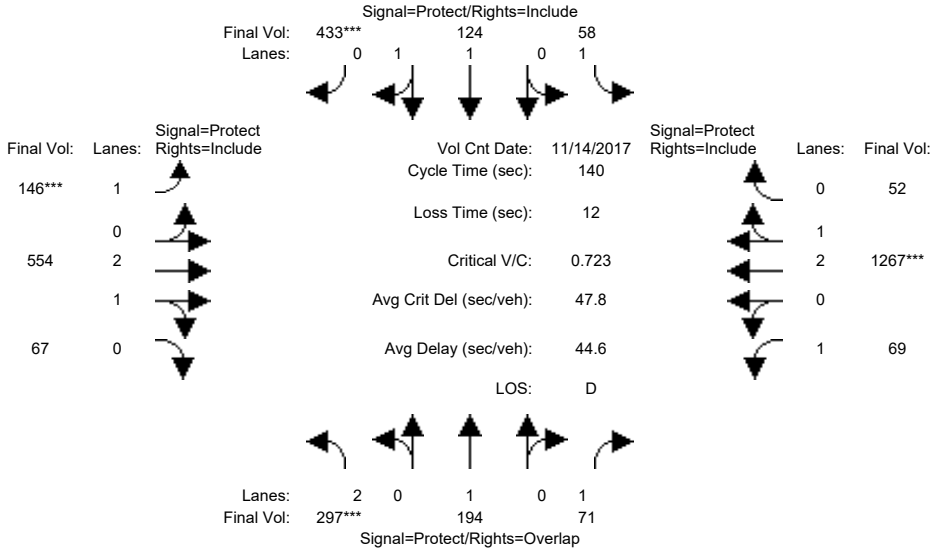
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3: Bernardo Ave & El Camino Real



Street Name:	Bernardo Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	297	194	71	58	124	433	146	554	67	69	1267	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:	297	194	71	58	124	433	146	554	67	69	1267	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:	297	194	71	58	124	433	146	554	67	69	1267	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:	297	194	71	58	124	433	146	554	67	69	1267	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	194	71	58	124	433	146	554	67	69	1267	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:	297	194	71	58	124	433	146	554	67	69	1267	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.66	0.34	1.00	2.88	0.12
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4995	604	1750	5379	221
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.04	0.03	0.07	0.25	0.08	0.11	0.11	0.04	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	18.3	44.4	63.6	21.8	47.9	47.9	16.2	42.6	42.6	19.2	45.6	45.6
Volume/Cap:	0.72	0.32	0.09	0.21	0.19	0.72	0.72	0.36	0.36	0.29	0.72	0.72
Uniform Del:	58.4	36.3	21.7	51.6	32.4	40.2	59.8	38.1	38.1	54.3	41.6	41.6
IncremntDel:	6.2	0.3	0.0	0.4	0.0	3.4	12.1	0.1	0.1	0.7	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.6	36.6	21.8	52.0	32.4	43.6	71.9	38.2	38.2	54.9	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	36.6	21.8	52.0	32.4	43.6	71.9	38.2	38.2	54.9	43.1	43.1
LOS by Move:	E	D+	C+	D-	C-	D	E	D+	D+	D-	D	D
HCM2kAvgQ:	9	6	2	2	4	18	7	7	7	3	17	17

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

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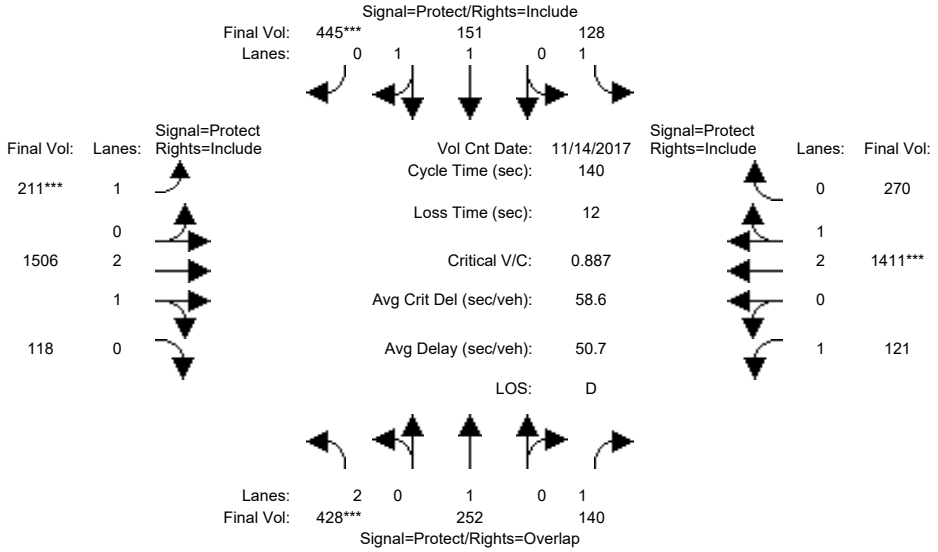
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #3: Bernardo Ave & El Camino Real



Street Name:	Bernardo Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	428	252	140	128	151	445	211	1506	118	121	1411	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	252	140	128	151	445	211	1506	118	121	1411	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	252	140	128	151	445	211	1506	118	121	1411	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	252	140	128	151	445	211	1506	118	121	1411	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	252	140	128	151	445	211	1506	118	121	1411	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	252	140	128	151	445	211	1506	118	121	1411	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	1.00	2.50	0.50
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5193	407	1750	4699	899
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.08	0.07	0.08	0.25	0.12	0.29	0.29	0.07	0.30	0.30
Crit Moves:	****					****	****				****	
Green Time:	21.4	39.7	52.5	21.9	40.1	40.1	19.0	53.6	53.6	12.8	47.4	47.4
Volume/Cap:	0.89	0.47	0.21	0.47	0.28	0.89	0.89	0.76	0.76	0.76	0.89	0.89
Uniform Del:	58.1	41.4	29.7	53.8	38.7	47.8	59.4	37.5	37.5	62.1	43.8	43.8
IncremntDel:	17.8	0.6	0.2	1.3	0.1	13.6	30.4	1.6	1.6	18.6	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.9	42.1	29.9	55.0	38.8	61.4	89.9	39.1	39.1	80.7	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	42.1	29.9	55.0	38.8	61.4	89.9	39.1	39.1	80.7	49.3	49.3
LOS by Move:	E-	D	C	E+	D+	E	F	D	D	F	D	D
HCM2kAvgQ:	14	9	4	6	5	23	10	20	20	5	22	22

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

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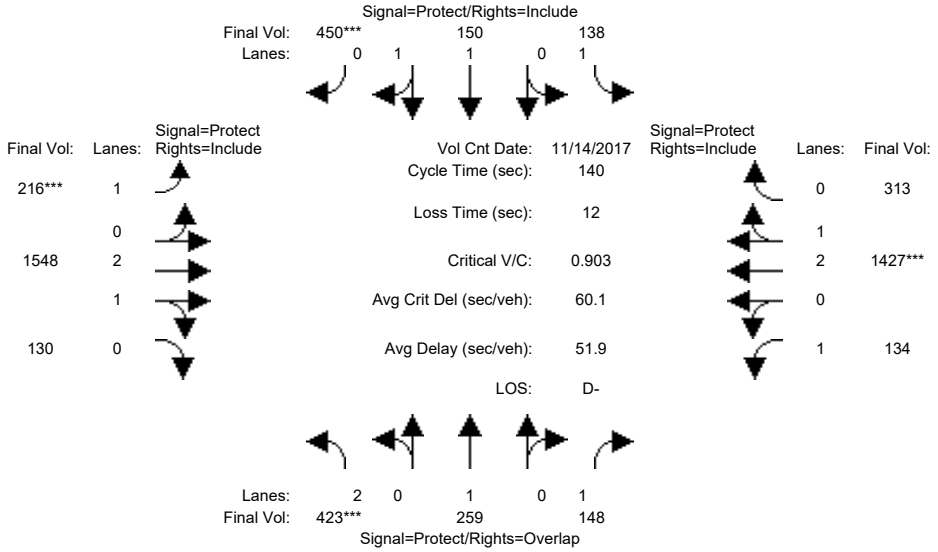
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3: Bernardo Ave & El Camino Real



Street Name:	Bernardo Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	423	259	148	138	150	450	216	1548	130	134	1427	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	259	148	138	150	450	216	1548	130	134	1427	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	259	148	138	150	450	216	1548	130	134	1427	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	423	259	148	138	150	450	216	1548	130	134	1427	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	259	148	138	150	450	216	1548	130	134	1427	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	259	148	138	150	450	216	1548	130	134	1427	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	2.44	0.56
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5166	434	1750	4591	1007
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.08	0.08	0.08	0.26	0.12	0.30	0.30	0.08	0.31	0.31
Crit Moves:	****					****	****				****	
Green Time:	20.8	38.4	52.1	22.2	39.9	39.9	19.1	53.6	53.6	13.7	48.2	48.2
Volume/Cap:	0.90	0.50	0.23	0.50	0.28	0.90	0.90	0.78	0.78	0.78	0.90	0.90
Uniform Del:	58.6	42.6	30.1	53.8	38.9	48.2	59.5	38.1	38.1	61.7	43.7	43.7
IncremntDel:	20.6	0.7	0.2	1.4	0.1	15.7	33.5	1.9	1.9	20.5	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.2	43.4	30.3	55.2	39.0	63.9	93.0	40.0	40.0	82.2	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	43.4	30.3	55.2	39.0	63.9	93.0	40.0	40.0	82.2	50.1	50.1
LOS by Move:	E-	D	C	E+	D+	E	F	D	D	F	D	D
HCM2kAvgQ:	14	9	5	6	5	23	11	21	21	6	23	23

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

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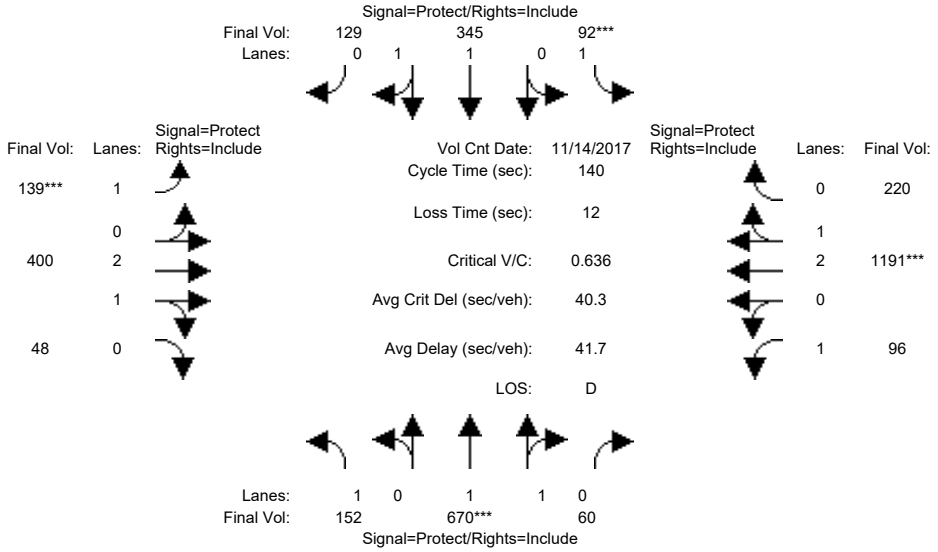
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: Mary Ave & El Camino Real



Street Name:	Mary Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	152	670	60	92	345	129	139	400	48	96	1191	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	670	60	92	345	129	139	400	48	96	1191	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	670	60	92	345	129	139	400	48	96	1191	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	670	60	92	345	129	139	400	48	96	1191	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	670	60	92	345	129	139	400	48	96	1191	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	670	60	92	345	129	139	400	48	96	1191	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.83	0.17	1.00	1.44	0.56	1.00	2.67	0.33	1.00	2.52	0.48
Final Sat.:	1750	3396	304	1750	2692	1007	1750	4999	600	1750	4726	873
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.05	0.13	0.13	0.08	0.08	0.08	0.05	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	22.2	43.4	43.4	11.6	32.8	32.8	17.5	43.3	43.3	29.7	55.5	55.5
Volume/Cap:	0.55	0.64	0.64	0.64	0.55	0.55	0.64	0.26	0.26	0.26	0.64	0.64
Uniform Del:	54.2	41.5	41.5	62.2	47.1	47.1	58.2	36.3	36.3	46.0	34.1	34.1
IncremntDel:	2.3	1.2	1.2	9.0	0.7	0.7	6.1	0.1	0.1	0.4	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	42.7	42.7	71.2	47.8	47.8	64.3	36.4	36.4	46.4	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:	56.5	42.7	42.7	71.2	47.8	47.8	64.3	36.4	36.4	46.4	34.7	34.7
LOS by Move:	E+	D	D	E	D	D	E	D+	D+	D	C-	C-
HCM2kAvgQ:	6	13	13	4	9	9	6	5	5	4	16	16

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

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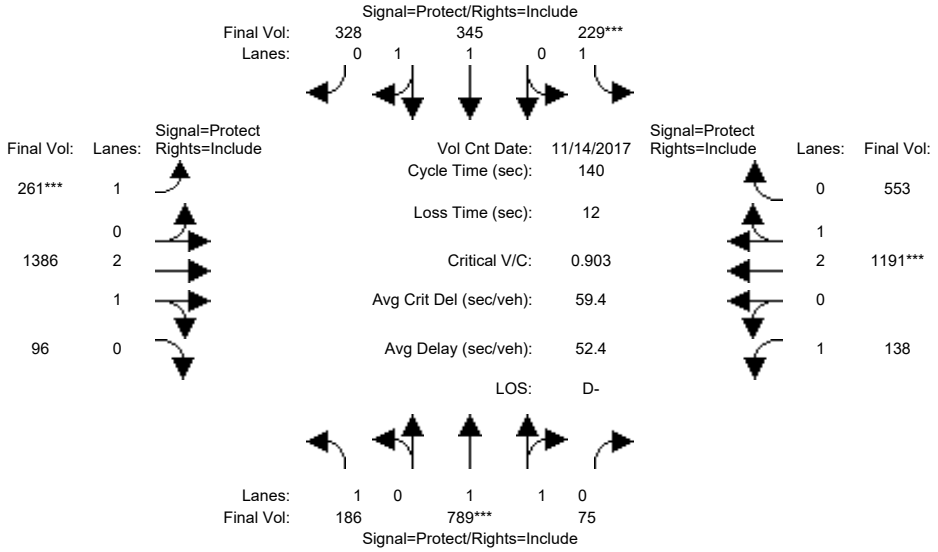
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #4: Mary Ave & El Camino Real



Street Name:	Mary Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	186	789	75	229	345	328	261	1386	96	138	1191	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	789	75	229	345	328	261	1386	96	138	1191	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	789	75	229	345	328	261	1386	96	138	1191	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	789	75	229	345	328	261	1386	96	138	1191	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	789	75	229	345	328	261	1386	96	138	1191	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	789	75	229	345	328	261	1386	96	138	1191	553
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.82	0.18	1.00	1.00	1.00	1.00	2.80	0.20	1.00	2.01	0.99
Final Sat.:	1750	3379	321	1750	1898	1800	1750	5237	363	1750	3822	1775
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.13	0.18	0.18	0.15	0.26	0.26	0.08	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	20.8	36.2	36.2	20.3	35.7	35.7	23.1	55.1	55.1	16.4	48.3	48.3
Volume/Cap:	0.71	0.90	0.90	0.90	0.71	0.71	0.90	0.67	0.67	0.67	0.90	0.90
Uniform Del:	56.8	50.2	50.2	58.9	47.5	47.5	57.3	35.0	35.0	59.2	43.6	43.6
IncremntDel:	9.1	11.6	11.6	32.0	2.6	2.6	29.2	0.8	0.8	8.5	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	61.8	61.8	90.9	50.1	50.1	86.5	35.9	35.9	67.7	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	61.8	61.8	90.9	50.1	50.1	86.5	35.9	35.9	67.7	49.9	49.9
LOS by Move:	E	E	E	F	D	D	F	D+	D+	E	D	D
HCM2kAvgQ:	8	18	18	12	14	14	12	17	17	6	22	22

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

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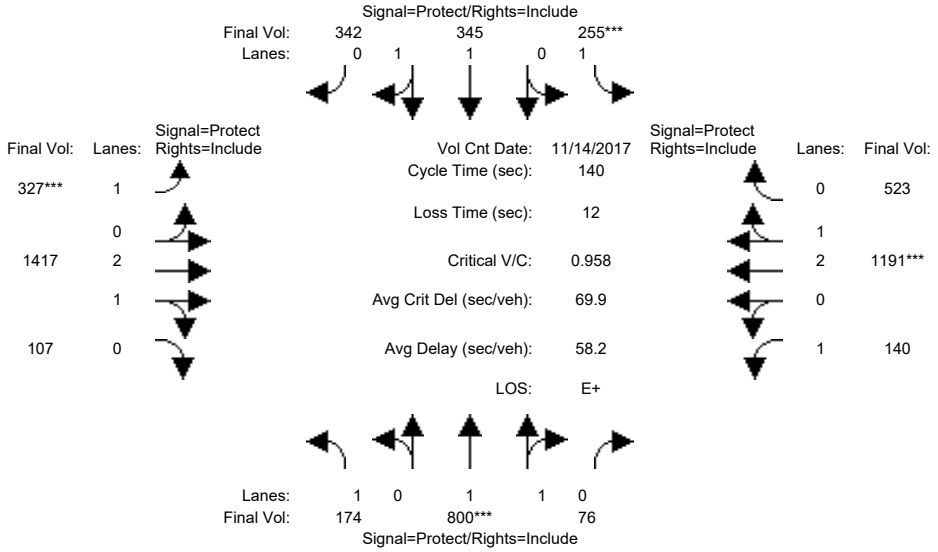
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #4: Mary Ave & El Camino Real



Street Name:	Mary Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	174	800	76	255	345	342	327	1417	107	140	1191	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	800	76	255	345	342	327	1417	107	140	1191	523
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	800	76	255	345	342	327	1417	107	140	1191	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	800	76	255	345	342	327	1417	107	140	1191	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	800	76	255	345	342	327	1417	107	140	1191	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	800	76	255	345	342	327	1417	107	140	1191	523
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.92	1.00	0.95
Lanes:	1.00	1.82	0.18	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.05	0.95
Final Sat.:	1750	3379	321	1750	1900	1800	1750	5206	393	1750	3889	1708
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.15	0.18	0.19	0.19	0.27	0.27	0.08	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	19.2	34.6	34.6	21.3	36.7	36.7	27.3	55.7	55.7	16.4	44.8	44.8
Volume/Cap:	0.72	0.96	0.96	0.96	0.69	0.72	0.96	0.68	0.68	0.68	0.96	0.96
Uniform Del:	57.9	52.0	52.0	58.9	46.6	47.0	55.8	34.9	34.9	59.3	46.7	46.7
IncremntDel:	10.5	20.2	20.2	43.5	2.1	2.8	37.5	0.9	0.9	9.2	12.7	12.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.3	72.1	72.1	102.4	48.7	49.9	93.2	35.8	35.8	68.5	59.4	59.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	72.1	72.1	102.4	48.7	49.9	93.2	35.8	35.8	68.5	59.4	59.4
LOS by Move:	E	E	E	F	D	D	F	D+	D+	E	E+	E+
HCM2kAvgQ:	7	19	19	14	13	14	16	17	17	6	23	23

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

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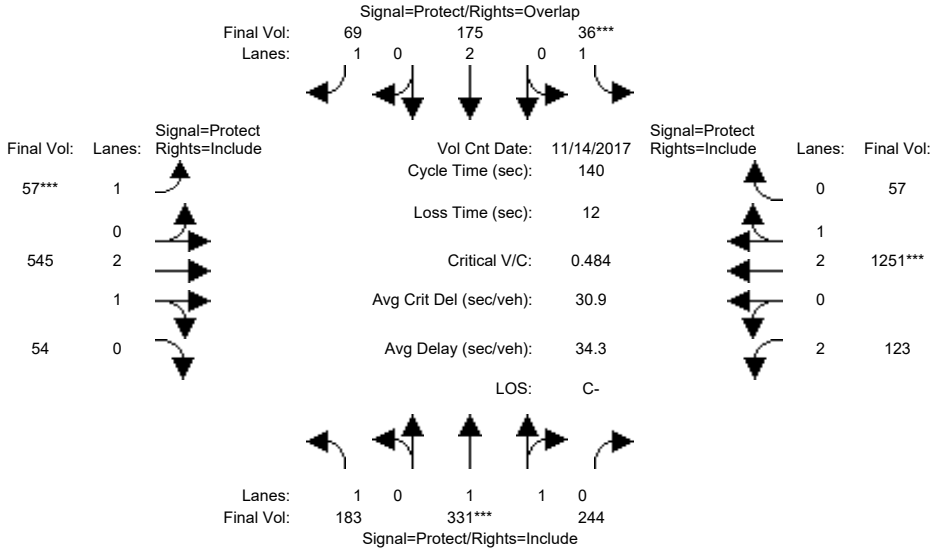
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	183	331	244	36	175	69	57	545	54	123	1251	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	331	244	36	175	69	57	545	54	123	1251	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	331	244	36	175	69	57	545	54	123	1251	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	331	244	36	175	69	57	545	54	123	1251	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	331	244	36	175	69	57	545	54	123	1251	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	331	244	36	175	69	57	545	54	123	1251	57
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	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	1.13	0.87	1.00	2.00	1.00	1.00	2.72	0.28	2.00	2.86	0.14
Final Sat.:	1750	2129	1569	1750	3800	1750	1750	5094	505	3150	5356	244
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.02	0.05	0.04	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	30.7	44.6	44.6	7.0	21.0	30.3	9.3	52.1	52.1	24.3	67.0	67.0
Volume/Cap:	0.48	0.49	0.49	0.41	0.31	0.18	0.49	0.29	0.29	0.22	0.49	0.49
Uniform Del:	47.7	38.5	38.5	64.5	53.1	44.7	63.0	30.9	30.9	49.7	24.8	24.8
IncremntDel:	0.9	0.3	0.3	3.1	0.3	0.2	3.2	0.1	0.1	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.6	38.8	38.8	67.6	53.4	45.0	66.2	31.0	31.0	49.9	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	38.8	38.8	67.6	53.4	45.0	66.2	31.0	31.0	49.9	25.0	25.0
LOS by Move:	D	D+	D+	E	D-	D	E	C	C	D	C	C
HCM2kAvgQ:	8	10	10	2	3	3	3	6	6	3	12	12

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

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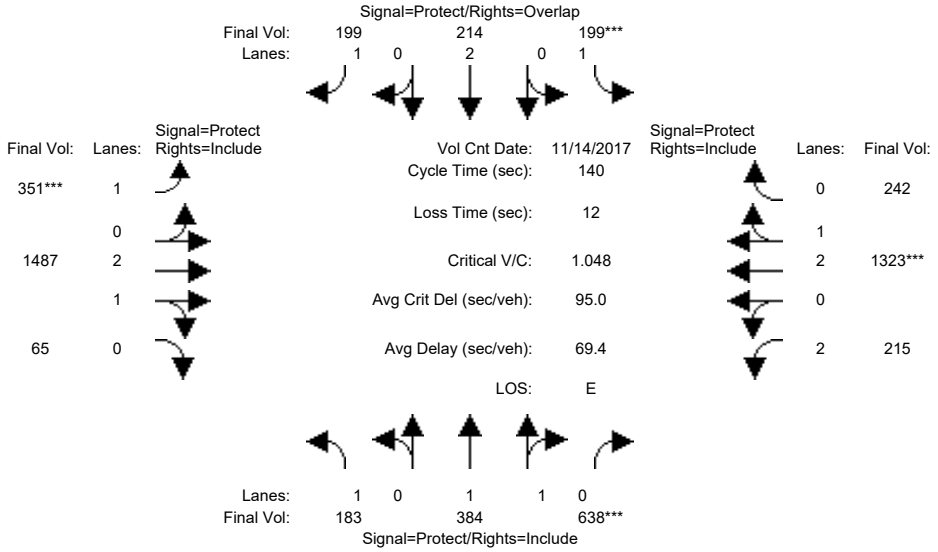
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	183	384	638	199	214	199	351	1487	65	215	1323	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	384	638	199	214	199	351	1487	65	215	1323	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	384	638	199	214	199	351	1487	65	215	1323	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	384	638	199	214	199	351	1487	65	215	1323	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	384	638	199	214	199	351	1487	65	215	1323	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	384	638	199	214	199	351	1487	65	215	1323	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.87	0.13	2.00	2.52	0.48
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5365	235	3150	4733	866
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.36	0.11	0.06	0.11	0.20	0.28	0.28	0.07	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	38.0	48.7	48.7	15.2	25.9	52.7	26.8	51.5	51.5	12.7	37.3	37.3
Volume/Cap:	0.39	0.58	1.05	1.05	0.30	0.30	1.05	0.75	0.75	0.75	1.05	1.05
Uniform Del:	41.5	37.3	45.7	62.4	49.2	30.7	56.6	38.7	38.7	62.1	51.3	51.3
IncremntDel:	0.5	0.5	42.3	78.6	0.2	0.3	62.4	1.6	1.6	10.9	37.1	37.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.1	37.8	88.0	141.0	49.5	31.0	119.0	40.4	40.4	73.0	88.4	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	37.8	88.0	141.0	49.5	31.0	119.0	40.4	40.4	73.0	88.4	88.4
LOS by Move:	D	D+	F	F	D	C	F	D	D	E	F	F
HCM2kAvgQ:	7	14	38	14	4	6	20	19	19	5	25	25

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

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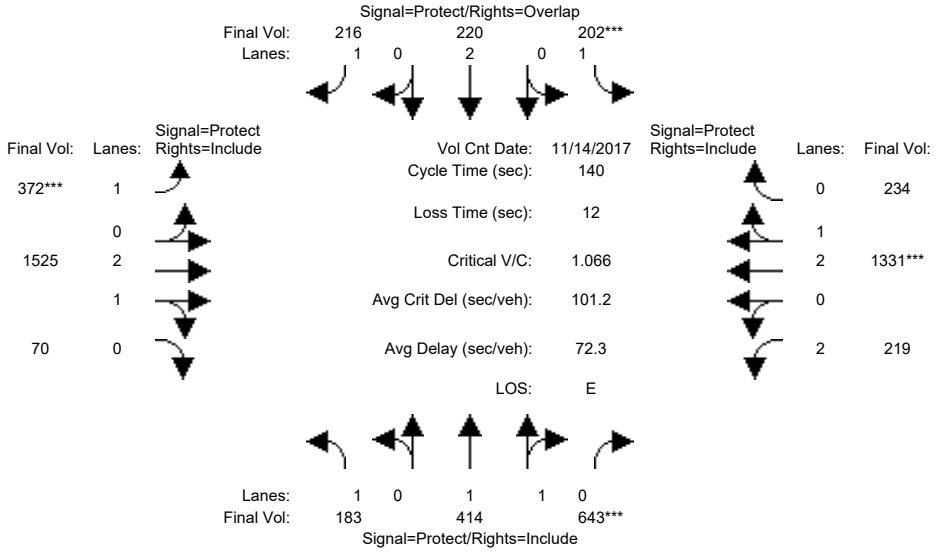
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	183	414	643	202	220	216	372	1525	70	219	1331	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	414	643	202	220	216	372	1525	70	219	1331	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	414	643	202	220	216	372	1525	70	219	1331	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	414	643	202	220	216	372	1525	70	219	1331	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	414	643	202	220	216	372	1525	70	219	1331	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	414	643	202	220	216	372	1525	70	219	1331	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14	2.00	2.53	0.47
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5354	246	3150	4762	837
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.37	0.12	0.06	0.12	0.21	0.28	0.28	0.07	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	37.7	48.2	48.2	15.2	25.7	53.6	27.9	51.9	51.9	12.7	36.7	36.7
Volume/Cap:	0.39	0.63	1.07	1.07	0.32	0.32	1.07	0.77	0.77	0.77	1.07	1.07
Uniform Del:	41.8	38.4	45.9	62.4	49.5	30.4	56.0	38.7	38.7	62.2	51.7	51.7
IncremntDel:	0.5	0.8	48.0	84.1	0.3	0.3	66.9	1.8	1.8	11.9	43.4	43.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	39.2	93.9	146.5	49.8	30.7	122.9	40.5	40.5	74.1	95.1	95.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	39.2	93.9	146.5	49.8	30.7	122.9	40.5	40.5	74.1	95.1	95.1
LOS by Move:	D	D	F	F	D	C	F	D	D	E	F	F
HCM2kAvgQ:	7	15	40	15	4	7	22	20	20	6	28	28

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

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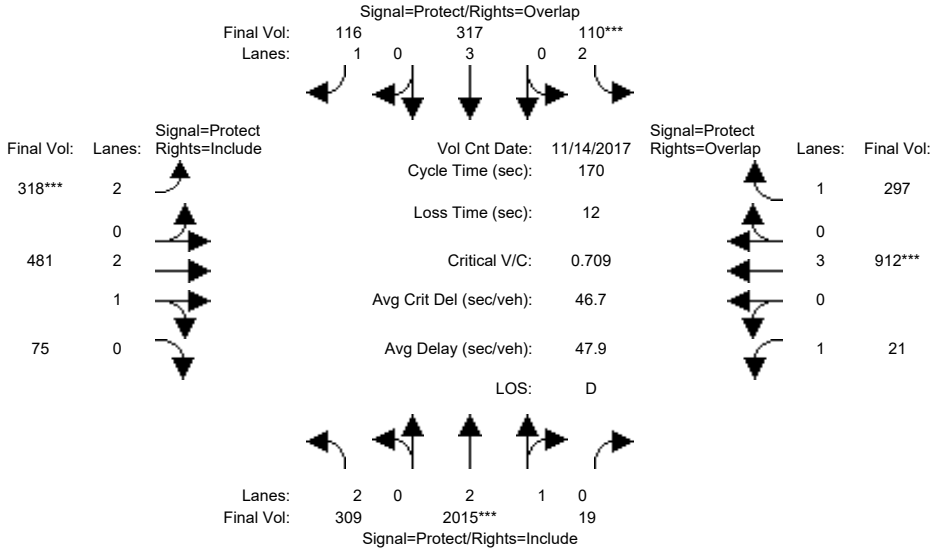
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	309	2015	19	110	317	116	318	481	75	21	912	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	2015	19	110	317	116	318	481	75	21	912	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	2015	19	110	317	116	318	481	75	21	912	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	2015	19	110	317	116	318	481	75	21	912	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	2015	19	110	317	116	318	481	75	21	912	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	2015	19	110	317	116	318	481	75	21	912	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	2.00	3.00	1.00	2.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	3150	5548	52	3150	5700	1750	3150	4844	755	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.06	0.07	0.10	0.10	0.10	0.01	0.16	0.17
Crit Moves:		****			****			****			****	
Green Time:	59.7	87.1	87.1	8.4	35.8	60.0	24.2	44.2	44.2	18.3	38.4	46.7
Volume/Cap:	0.28	0.71	0.71	0.71	0.26	0.19	0.71	0.38	0.38	0.11	0.71	0.62
Uniform Del:	39.7	31.8	31.8	79.6	56.1	38.1	69.5	51.7	51.7	68.5	60.7	53.8
IncremntDel:	0.1	0.8	0.8	14.1	0.1	0.1	5.2	0.2	0.2	0.3	1.9	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.8	32.6	32.6	93.7	56.2	38.3	74.7	51.8	51.8	68.7	62.5	56.3
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:	39.8	32.6	32.6	93.7	56.2	38.3	74.7	51.8	51.8	68.7	62.5	56.3
LOS by Move:	D	C-	C-	F	E+	D+	E	D-	D-	E	E	E+
HCM2kAvgQ:	7	27	27	4	4	4	10	8	8	1	14	14

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

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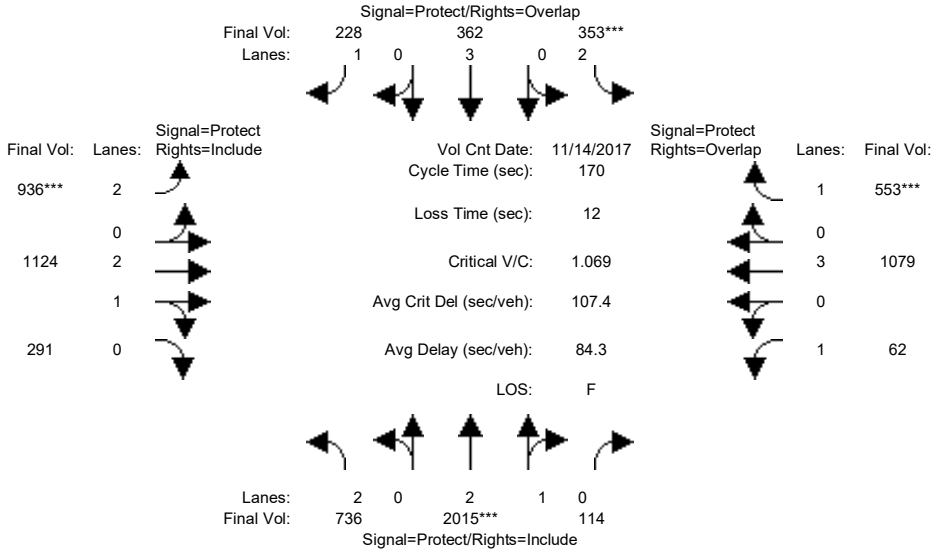
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	736	2015	114	353	362	228	936	1124	291	62	1079	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	2015	114	353	362	228	936	1124	291	62	1079	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	736	2015	114	353	362	228	936	1124	291	62	1079	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	736	2015	114	353	362	228	936	1124	291	62	1079	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	736	2015	114	353	362	228	936	1124	291	62	1079	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	736	2015	114	353	362	228	936	1124	291	62	1079	553
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	2.00	2.36	0.64	1.00	3.00	1.00
Final Sat.:	3150	5300	300	3150	5700	1750	3150	4447	1151	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.38	0.11	0.06	0.13	0.30	0.25	0.25	0.04	0.19	0.32
Crit Moves:		****			****			****				****
Green Time:	61.6	60.5	60.5	17.8	16.7	64.0	47.3	68.5	68.5	11.2	32.4	50.3
Volume/Cap:	0.65	1.07	1.07	1.07	0.65	0.35	1.07	0.63	0.63	0.54	0.99	1.07
Uniform Del:	45.1	54.8	54.8	76.1	73.8	38.0	61.4	40.5	40.5	76.9	68.7	59.9
IncremntDel:	1.3	41.4	41.4	69.0	2.6	0.3	50.5	0.6	0.6	5.1	25.3	59.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.4	96.2	96.2	145.1	76.4	38.3	111.9	41.1	41.1	82.0	93.9	119.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	96.2	96.2	145.1	76.4	38.3	111.9	41.1	41.1	82.0	93.9	119.1
LOS by Move:	D	F	F	F	E-	D+	F	D	D	F	F	F
HCM2kAvgQ:	18	45	45	14	6	9	35	19	19	3	21	37

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

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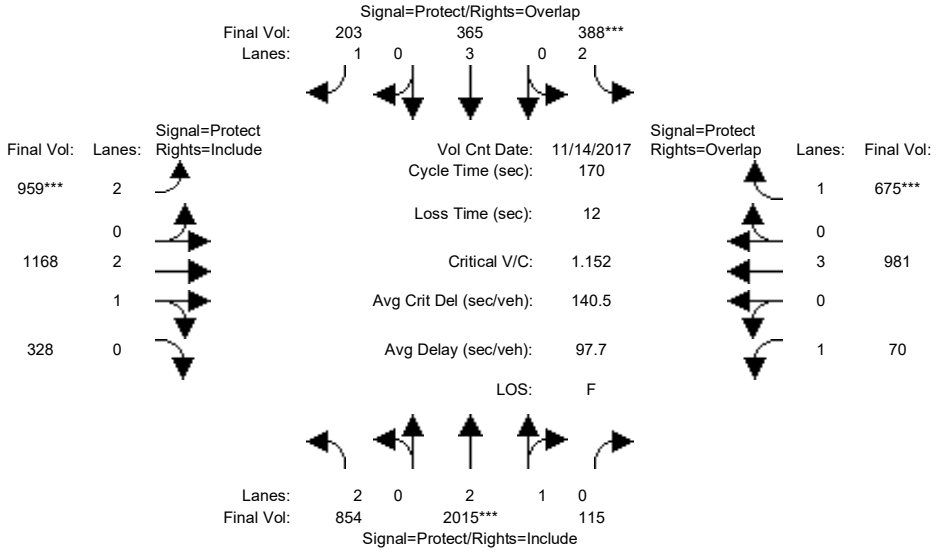
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	854	2015	115	388	365	203	959	1168	328	70	981	675
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	854	2015	115	388	365	203	959	1168	328	70	981	675
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	854	2015	115	388	365	203	959	1168	328	70	981	675
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	854	2015	115	388	365	203	959	1168	328	70	981	675
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	854	2015	115	388	365	203	959	1168	328	70	981	675
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	854	2015	115	388	365	203	959	1168	328	70	981	675
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	3150	5297	302	3150	5700	1750	3150	4371	1227	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.38	0.38	0.12	0.06	0.12	0.30	0.27	0.27	0.04	0.17	0.39
Crit Moves:		****		****			****					****
Green Time:	60.1	56.1	56.1	18.2	14.2	59.1	44.9	72.5	72.5	11.2	38.7	56.9
Volume/Cap:	0.77	1.15	1.15	1.15	0.77	0.33	1.15	0.63	0.63	0.61	0.76	1.15
Uniform Del:	48.7	56.9	56.9	75.9	76.3	40.9	62.5	38.2	38.2	77.3	61.2	56.5
IncremntDel:	3.3	75.1	75.1	96.9	7.3	0.3	82.0	0.5	0.5	9.1	2.6	86.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	132	132.0	172.8	83.6	41.2	144.5	38.7	38.7	86.4	63.8	143.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	132	132.0	172.8	83.6	41.2	144.5	38.7	38.7	86.4	63.8	143.2
LOS by Move:	D-	F	F	F	F	D	F	D+	D+	F	E	F
HCM2kAvgQ:	23	49	49	17	7	8	39	20	20	4	16	50

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

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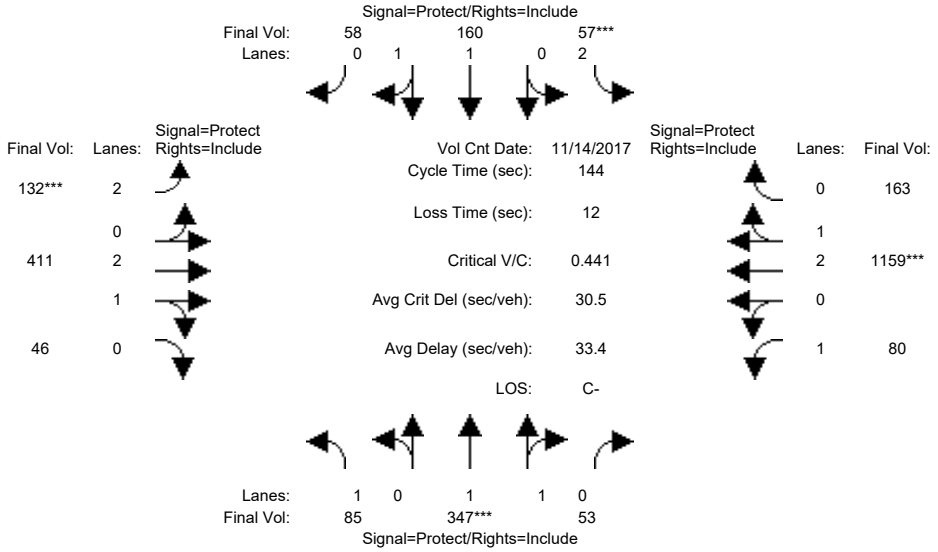
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	85	347	53	57	160	58	132	411	46	80	1159	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	347	53	57	160	58	132	411	46	80	1159	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	347	53	57	160	58	132	411	46	80	1159	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	347	53	57	160	58	132	411	46	80	1159	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	347	53	57	160	58	132	411	46	80	1159	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	347	53	57	160	58	132	411	46	80	1159	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	2.00	1.45	0.55	2.00	2.69	0.31	1.00	2.62	0.38
Final Sat.:	1750	3209	490	3150	2715	984	3150	5036	564	1750	4909	690
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.02	0.06	0.06	0.04	0.08	0.08	0.05	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	17.3	35.0	35.0	7.0	24.7	24.7	13.6	56.4	56.4	33.6	76.4	76.4
Volume/Cap:	0.40	0.44	0.44	0.37	0.34	0.34	0.44	0.21	0.21	0.20	0.44	0.44
Uniform Del:	58.6	46.3	46.3	66.4	52.5	52.5	61.7	29.0	29.0	44.4	20.8	20.8
IncremntDel:	1.3	0.4	0.4	1.5	0.3	0.3	1.1	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.9	46.6	46.6	67.9	52.8	52.8	62.7	29.1	29.1	44.6	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	46.6	46.6	67.9	52.8	52.8	62.7	29.1	29.1	44.6	20.9	20.9
LOS by Move:	E+	D	D	E	D-	D-	E	C	C	D	C+	C+
HCM2kAvgQ:	4	8	8	2	4	4	3	4	4	3	12	12

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

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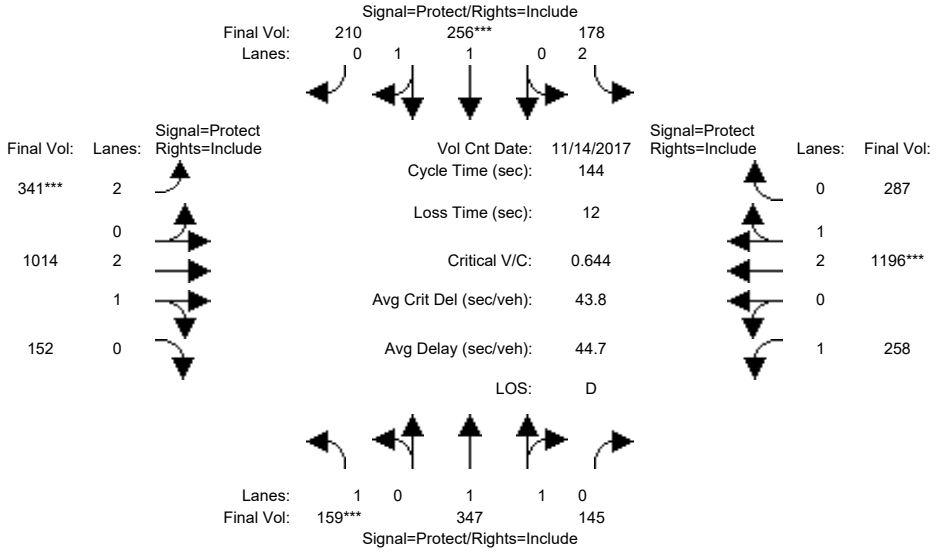
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	159	347	145	178	256	210	341	1014	152	258	1196	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	347	145	178	256	210	341	1014	152	258	1196	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	347	145	178	256	210	341	1014	152	258	1196	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	347	145	178	256	210	341	1014	152	258	1196	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	347	145	178	256	210	341	1014	152	258	1196	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	347	145	178	256	210	341	1014	152	258	1196	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.39	0.61	2.00	1.07	0.93	2.00	2.59	0.41	1.00	2.40	0.60
Final Sat.:	1750	2609	1090	3150	2031	1666	3150	4869	730	1750	4515	1083
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.06	0.13	0.13	0.11	0.21	0.21	0.15	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	20.3	34.1	34.1	14.5	28.2	28.2	24.2	48.9	48.9	34.6	59.3	59.3
Volume/Cap:	0.64	0.56	0.56	0.56	0.64	0.64	0.64	0.61	0.61	0.61	0.64	0.64
Uniform Del:	58.4	48.4	48.4	61.7	53.3	53.3	55.9	39.7	39.7	48.7	33.9	33.9
IncremntDel:	5.7	0.8	0.8	2.3	2.0	2.0	2.7	0.6	0.6	2.7	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.1	49.3	49.3	64.1	55.3	55.3	58.6	40.3	40.3	51.4	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	49.3	49.3	64.1	55.3	55.3	58.6	40.3	40.3	51.4	34.5	34.5
LOS by Move:	E	D	D	E	E+	E+	E+	D	D	D-	C-	C-
HCM2kAvgQ:	8	10	10	5	10	10	8	14	14	10	17	17

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

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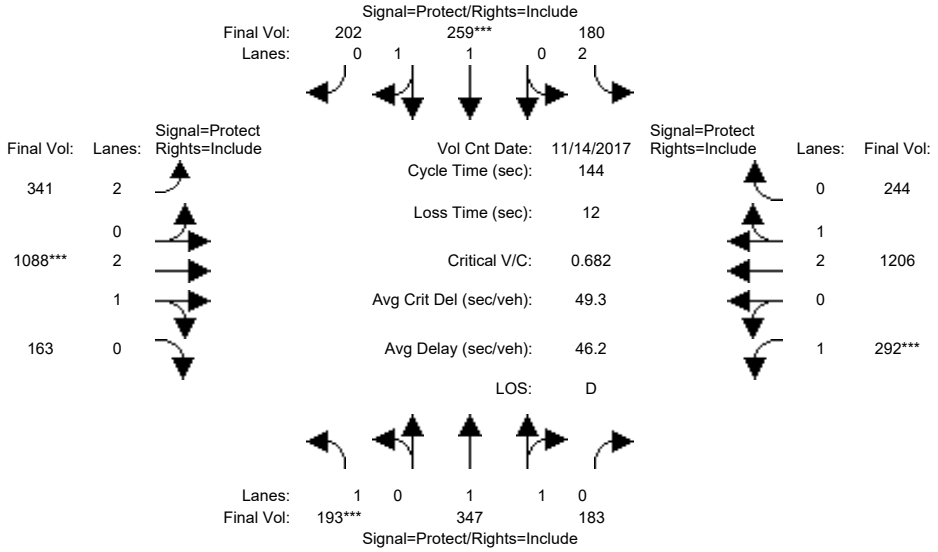
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	193	347	183	180	259	202	341	1088	163	292	1206	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	347	183	180	259	202	341	1088	163	292	1206	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	347	183	180	259	202	341	1088	163	292	1206	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	347	183	180	259	202	341	1088	163	292	1206	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	347	183	180	259	202	341	1088	163	292	1206	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	347	183	180	259	202	341	1088	163	292	1206	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.29	0.71	2.00	1.10	0.90	2.00	2.59	0.41	1.00	2.48	0.52
Final Sat.:	1750	2422	1277	3150	2078	1620	3150	4869	730	1750	4656	942
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.06	0.12	0.12	0.11	0.22	0.22	0.17	0.26	0.26
Crit Moves:	****				****			****			****	
Green Time:	23.3	35.5	35.5	14.1	26.3	26.3	24.3	47.2	47.2	35.2	58.1	58.1
Volume/Cap:	0.68	0.58	0.58	0.58	0.68	0.68	0.64	0.68	0.68	0.68	0.64	0.64
Uniform Del:	56.9	47.7	47.7	62.1	54.9	54.9	55.8	41.9	41.9	49.3	34.6	34.6
IncremntDel:	6.7	1.0	1.0	2.8	2.9	2.9	2.7	1.1	1.1	4.5	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.5	48.7	48.7	64.9	57.8	57.8	58.5	43.0	43.0	53.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	48.7	48.7	64.9	57.8	57.8	58.5	43.0	43.0	53.8	35.2	35.2
LOS by Move:	E	D	D	E	E+	E+	E+	D	D	D-	D+	D+
HCM2kAvgQ:	10	11	11	5	11	11	8	16	16	12	16	16

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

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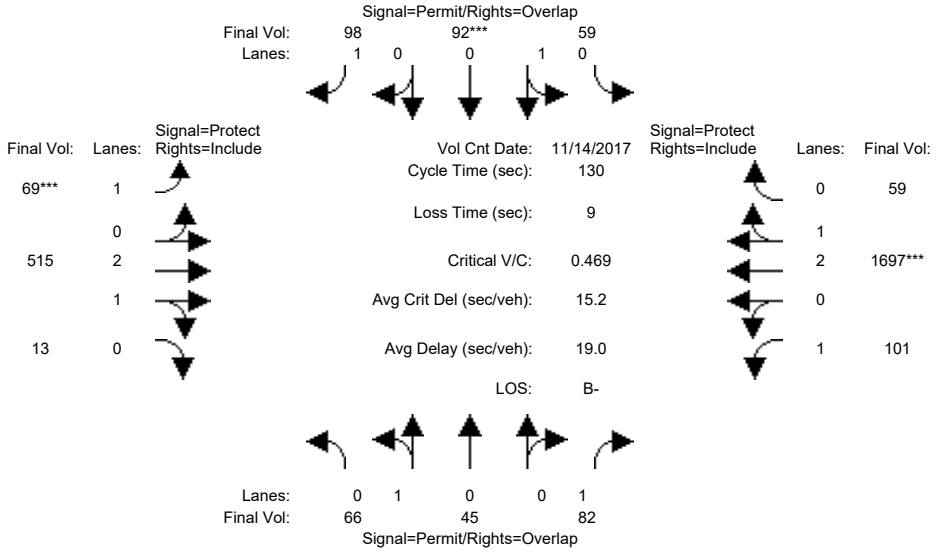
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #10: Poplar Ave & El Camino Real



Street Name:	Poplar Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	66	45	82	59	92	98	69	515	13	101	1697	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	45	82	59	92	98	69	515	13	101	1697	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	45	82	59	92	98	69	515	13	101	1697	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	45	82	59	92	98	69	515	13	101	1697	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	45	82	59	92	98	69	515	13	101	1697	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	45	82	59	92	98	69	515	13	101	1697	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.41	1.00	0.39	0.61	1.00	1.00	2.92	0.08	1.00	2.90	0.10
Final Sat.:	1070	730	1750	703	1097	1750	1750	5462	138	1750	5412	188
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.08	0.08	0.06	0.04	0.09	0.09	0.06	0.31	0.31
Crit Moves:					****		****				****	
Green Time:	23.2	23.2	60.4	23.2	23.2	34.2	10.9	60.6	60.6	37.1	86.8	86.8
Volume/Cap:	0.35	0.35	0.10	0.47	0.47	0.21	0.47	0.20	0.20	0.20	0.47	0.47
Uniform Del:	46.7	46.7	19.6	47.9	47.9	37.4	56.8	20.4	20.4	35.2	10.4	10.4
IncremntDel:	0.6	0.6	0.1	1.1	1.1	0.2	2.4	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.4	47.4	19.6	48.9	48.9	37.7	59.1	20.5	20.5	35.4	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	19.6	48.9	48.9	37.7	59.1	20.5	20.5	35.4	10.5	10.5
LOS by Move:	D	D	B-	D	D	D+	E+	C+	C+	D+	B+	B+
HCM2kAvgQ:	4	4	2	6	6	3	3	4	4	3	11	11

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

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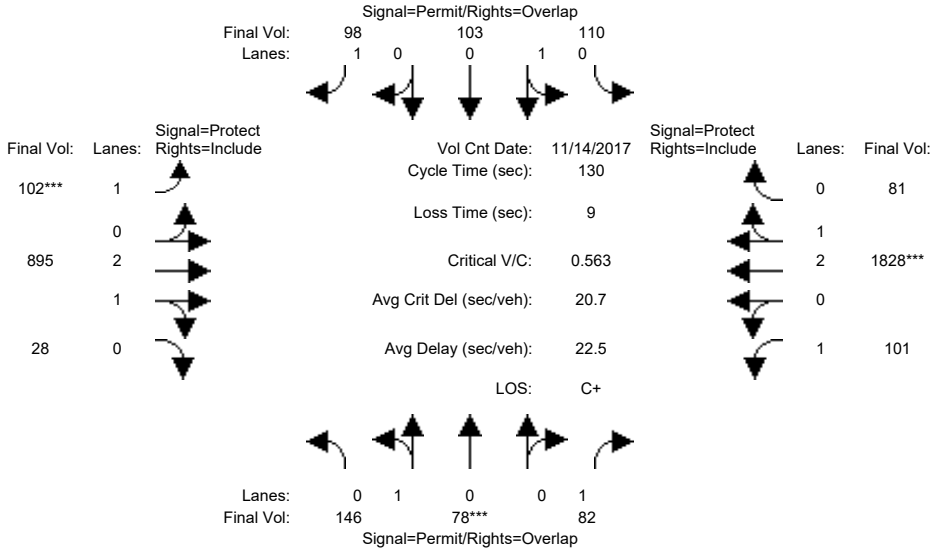
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #10: Poplar Ave & El Camino Real



Street Name:	Poplar Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	146	78	82	110	103	98	102	895	28	101	1828	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	78	82	110	103	98	102	895	28	101	1828	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	78	82	110	103	98	102	895	28	101	1828	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	78	82	110	103	98	102	895	28	101	1828	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	78	82	110	103	98	102	895	28	101	1828	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	78	82	110	103	98	102	895	28	101	1828	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	0.35	1.00	0.52	0.48	1.00	1.00	2.91	0.09	1.00	2.87	0.13
Final Sat.:	1173	627	1750	930	870	1750	1750	5430	170	1750	5362	238
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.12	0.12	0.06	0.06	0.16	0.16	0.06	0.34	0.34
Crit Moves:		****					****				****	
Green Time:	28.8	28.8	52.7	28.8	28.8	42.2	13.5	68.3	68.3	23.9	78.8	78.8
Volume/Cap:	0.56	0.56	0.12	0.53	0.53	0.17	0.56	0.31	0.31	0.31	0.56	0.56
Uniform Del:	45.0	45.0	24.1	44.7	44.7	31.4	55.5	17.5	17.5	45.9	15.3	15.3
IncremntDel:	1.8	1.8	0.1	1.4	1.4	0.1	4.0	0.1	0.1	0.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.9	46.9	24.2	46.1	46.1	31.5	59.5	17.6	17.6	46.5	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	46.9	24.2	46.1	46.1	31.5	59.5	17.6	17.6	46.5	15.5	15.5
LOS by Move:	D	D	C	D	D	C	E+	B	B	D	B	B
HCM2kAvgQ:	9	9	2	8	8	3	5	7	7	4	15	15

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

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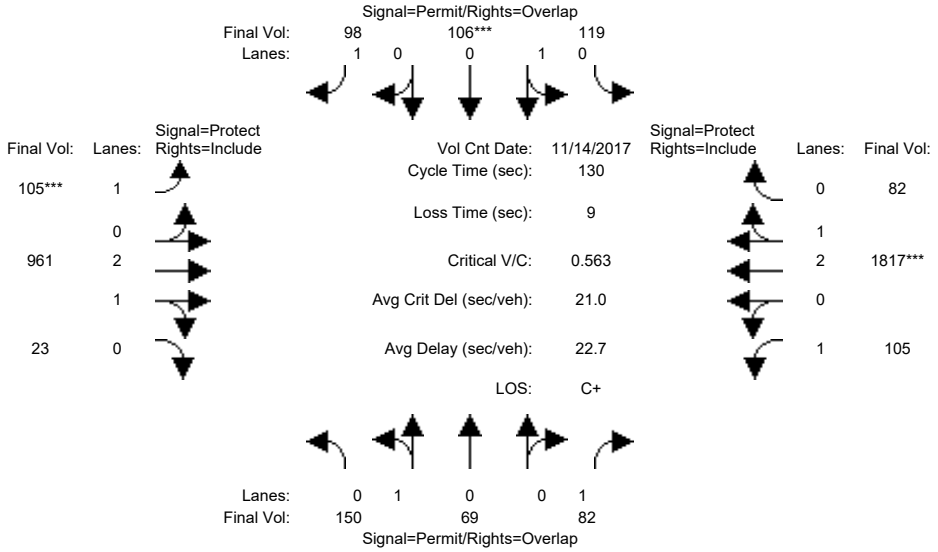
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #10: Poplar Ave & El Camino Real



Street Name:	Poplar Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	150	69	82	119	106	98	105	961	23	105	1817	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	69	82	119	106	98	105	961	23	105	1817	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	69	82	119	106	98	105	961	23	105	1817	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	69	82	119	106	98	105	961	23	105	1817	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	69	82	119	106	98	105	961	23	105	1817	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	69	82	119	106	98	105	961	23	105	1817	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.68	0.32	1.00	0.53	0.47	1.00	1.00	2.93	0.07	1.00	2.87	0.13
Final Sat.:	1233	567	1750	952	848	1750	1750	5469	131	1750	5358	242
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.13	0.13	0.06	0.06	0.18	0.18	0.06	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	28.9	28.9	52.3	28.9	28.9	42.7	13.9	68.7	68.7	23.5	78.3	78.3
Volume/Cap:	0.55	0.55	0.12	0.56	0.56	0.17	0.56	0.33	0.33	0.33	0.56	0.56
Uniform Del:	44.8	44.8	24.4	45.0	45.0	31.0	55.2	17.5	17.5	46.4	15.6	15.6
IncremntDel:	1.6	1.6	0.1	1.8	1.8	0.1	3.9	0.1	0.1	0.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.4	46.4	24.4	46.8	46.8	31.2	59.1	17.6	17.6	47.1	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	46.4	24.4	46.8	46.8	31.2	59.1	17.6	17.6	47.1	15.8	15.8
LOS by Move:	D	D	C	D	D	C	E+	B	B	D	B	B
HCM2kAvgQ:	9	9	2	9	9	3	5	7	7	4	15	15

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

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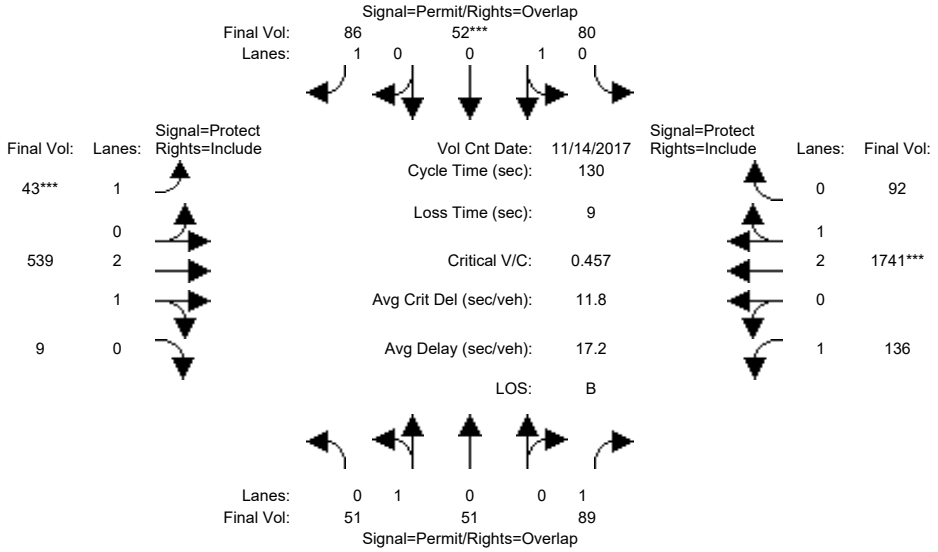
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #11: Henderson Ave & El Camino Real



Street Name:	Henderson Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	51	51	89	80	52	86	43	539	9	136	1741	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	51	89	80	52	86	43	539	9	136	1741	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	51	89	80	52	86	43	539	9	136	1741	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	51	89	80	52	86	43	539	9	136	1741	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	51	89	80	52	86	43	539	9	136	1741	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	51	89	80	52	86	43	539	9	136	1741	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.50	1.00	0.61	0.39	1.00	1.00	2.95	0.05	1.00	2.84	0.16
Final Sat.:	900	900	1750	1091	709	1750	1750	5508	92	1750	5319	281
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.07	0.07	0.05	0.02	0.10	0.10	0.08	0.33	0.33
Crit Moves:					****		****				****	
Green Time:	20.9	20.9	65.2	20.9	20.9	27.9	7.0	55.8	55.8	44.3	93.1	93.1
Volume/Cap:	0.35	0.35	0.10	0.46	0.46	0.23	0.46	0.23	0.23	0.23	0.46	0.46
Uniform Del:	48.6	48.6	17.0	49.4	49.4	42.2	59.7	23.5	23.5	30.6	7.8	7.8
IncremntDel:	0.7	0.7	0.1	1.1	1.1	0.3	3.5	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.3	49.3	17.1	50.6	50.6	42.5	63.1	23.5	23.5	30.8	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	49.3	17.1	50.6	50.6	42.5	63.1	23.5	23.5	30.8	7.9	7.9
LOS by Move:	D	D	B	D	D	D	E	C	C	C	A	A
HCM2kAvgQ:	4	4	2	5	5	3	2	4	4	4	10	10

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

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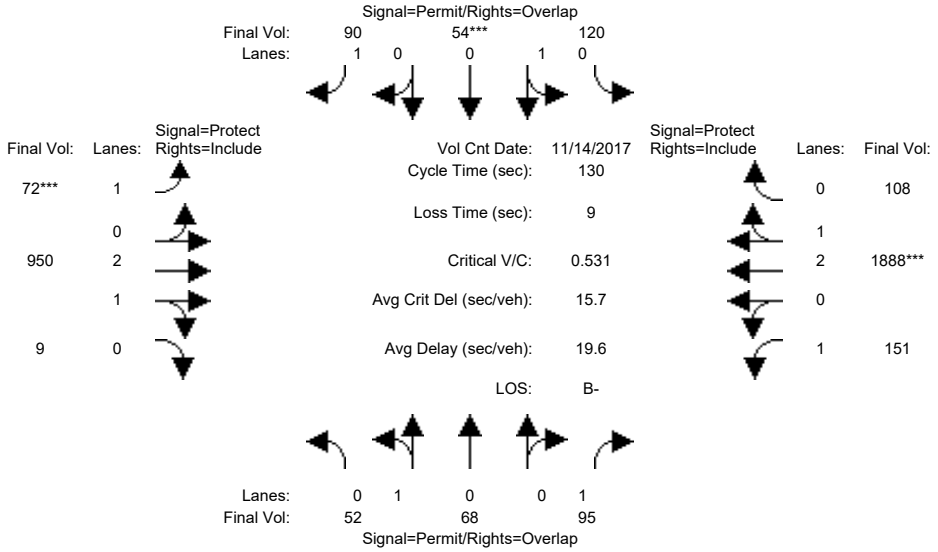
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #11: Henderson Ave & El Camino Real



Street Name:	Henderson Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	52	68	95	120	54	90	72	950	9	151	1888	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:	52	68	95	120	54	90	72	950	9	151	1888	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:	52	68	95	120	54	90	72	950	9	151	1888	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:	52	68	95	120	54	90	72	950	9	151	1888	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	68	95	120	54	90	72	950	9	151	1888	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:	52	68	95	120	54	90	72	950	9	151	1888	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.43	0.57	1.00	0.69	0.31	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	780	1020	1750	1241	559	1750	1750	5547	53	1750	5297	303
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.10	0.10	0.05	0.04	0.17	0.17	0.09	0.36	0.36
Crit Moves:					****		****				****	
Green Time:	23.7	23.7	56.3	23.7	23.7	33.7	10.1	64.7	64.7	32.6	87.3	87.3
Volume/Cap:	0.37	0.37	0.13	0.53	0.53	0.20	0.53	0.34	0.34	0.34	0.53	0.53
Uniform Del:	46.6	46.6	22.1	48.1	48.1	37.6	57.7	19.8	19.8	39.9	10.9	10.9
IncremntDel:	0.7	0.7	0.1	1.7	1.7	0.2	4.0	0.1	0.1	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.3	47.3	22.2	49.8	49.8	37.8	61.7	19.8	19.8	40.4	11.1	11.1
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:	47.3	47.3	22.2	49.8	49.8	37.8	61.7	19.8	19.8	40.4	11.1	11.1
LOS by Move:	D	D	C+	D	D	D+	E	B-	B-	D	B+	B+
HCM2kAvgQ:	5	5	2	7	7	3	3	8	8	5	13	13

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

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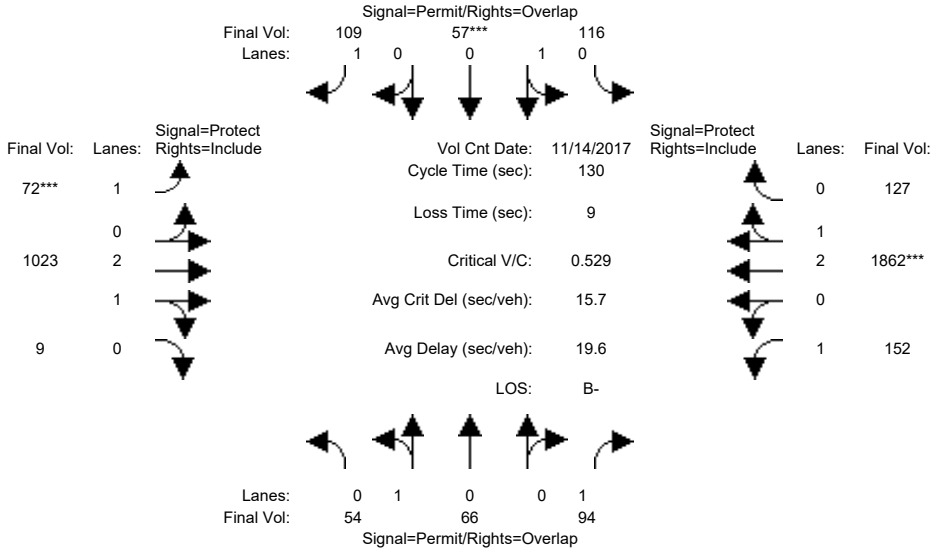
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #11: Henderson Ave & El Camino Real



Street Name:	Henderson Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	54	66	94	116	57	109	72	1023	9	152	1862	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	66	94	116	57	109	72	1023	9	152	1862	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	66	94	116	57	109	72	1023	9	152	1862	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	66	94	116	57	109	72	1023	9	152	1862	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	66	94	116	57	109	72	1023	9	152	1862	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	66	94	116	57	109	72	1023	9	152	1862	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.55	1.00	0.67	0.33	1.00	1.00	2.97	0.03	1.00	2.80	0.20
Final Sat.:	810	990	1750	1207	593	1750	1750	5551	49	1750	5242	358
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.10	0.10	0.06	0.04	0.18	0.18	0.09	0.36	0.36
Crit Moves:					****		****				****	
Green Time:	23.6	23.6	54.8	23.6	23.6	33.7	10.1	66.2	66.2	31.2	87.3	87.3
Volume/Cap:	0.37	0.37	0.13	0.53	0.53	0.24	0.53	0.36	0.36	0.36	0.53	0.53
Uniform Del:	46.6	46.6	23.0	48.2	48.2	38.0	57.7	19.2	19.2	41.1	10.9	10.9
IncremntDel:	0.7	0.7	0.1	1.6	1.6	0.3	3.9	0.1	0.1	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.3	47.3	23.1	49.8	49.8	38.3	61.5	19.3	19.3	41.7	11.0	11.0
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:	47.3	47.3	23.1	49.8	49.8	38.3	61.5	19.3	19.3	41.7	11.0	11.0
LOS by Move:	D	D	C	D	D	D+	E	B-	B-	D	B+	B+
HCM2kAvgQ:	5	5	2	7	7	4	3	8	8	5	13	13

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

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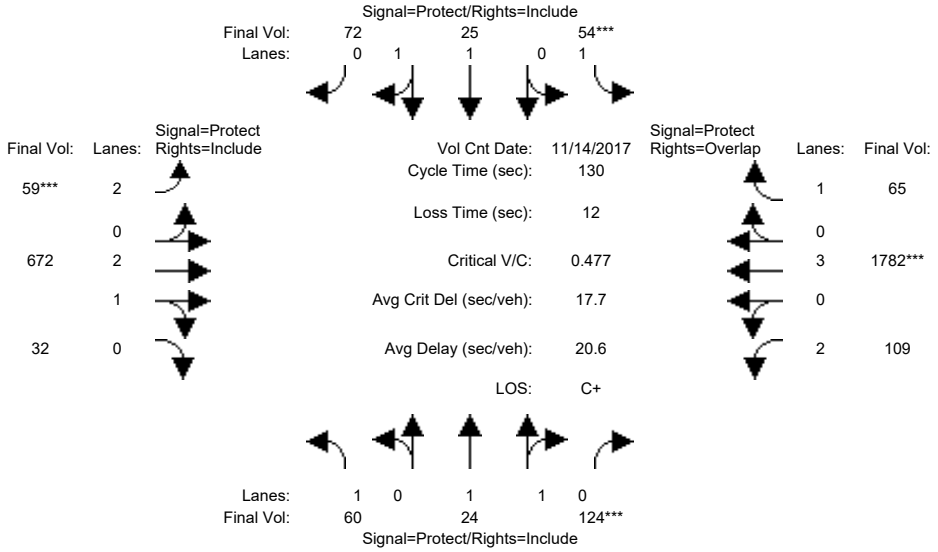
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #12: Halford Ave & El Camino Real



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	60	24	124	54	25	72	59	672	32	109	1782	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:	60	24	124	54	25	72	59	672	32	109	1782	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:	60	24	124	54	25	72	59	672	32	109	1782	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:	60	24	124	54	25	72	59	672	32	109	1782	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	24	124	54	25	72	59	672	32	109	1782	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:	60	24	124	54	25	72	59	672	32	109	1782	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5345	255	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.07	0.03	0.01	0.04	0.02	0.13	0.13	0.03	0.31	0.04
Crit Moves:			****	****			****				****	
Green Time:	11.2	19.0	19.0	8.3	16.0	16.0	7.0	63.5	63.5	27.2	83.8	92.0
Volume/Cap:	0.40	0.09	0.49	0.49	0.11	0.33	0.35	0.26	0.26	0.17	0.49	0.05
Uniform Del:	56.2	48.0	51.0	58.8	50.6	52.1	59.3	19.4	19.4	42.1	12.0	5.8
IncremntDel:	1.7	0.0	1.2	3.3	0.1	0.7	1.2	0.1	0.1	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.9	48.0	52.2	62.1	50.7	52.8	60.5	19.5	19.5	42.2	12.1	5.8
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:	57.9	48.0	52.2	62.1	50.7	52.8	60.5	19.5	19.5	42.2	12.1	5.8
LOS by Move:	E+	D	D-	E	D	D-	E	B-	B-	D	B	A
HCM2kAvgQ:	3	1	5	3	1	3	1	5	5	2	12	1

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

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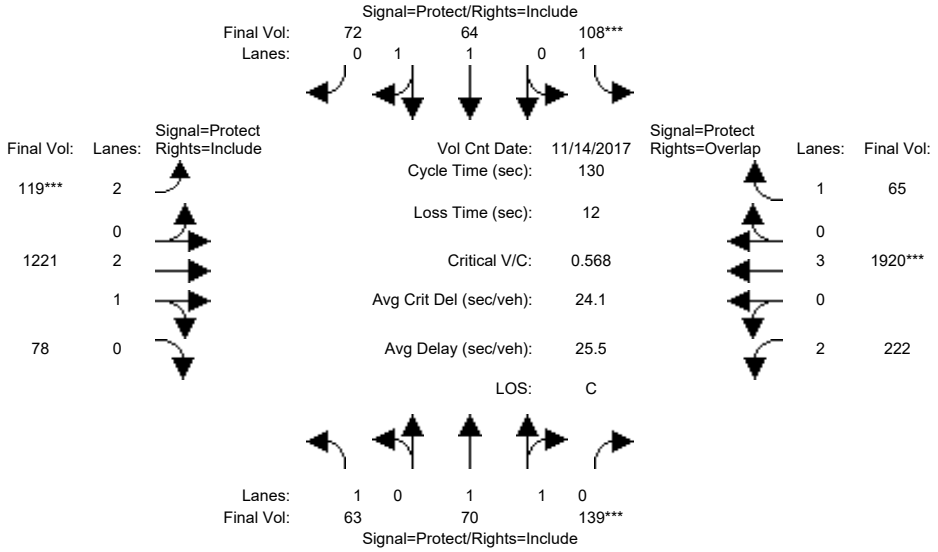
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #12: Halford Ave & El Camino Real



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	63	70	139	108	64	72	119	1221	78	222	1920	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:	63	70	139	108	64	72	119	1221	78	222	1920	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:	63	70	139	108	64	72	119	1221	78	222	1920	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:	63	70	139	108	64	72	119	1221	78	222	1920	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	70	139	108	64	72	119	1221	78	222	1920	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:	63	70	139	108	64	72	119	1221	78	222	1920	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.81	0.19	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5263	336	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.06	0.03	0.04	0.04	0.23	0.23	0.07	0.34	0.04
Crit Moves:			****	****			****				****	
Green Time:	13.3	18.2	18.2	14.1	19.0	19.0	8.6	65.7	65.7	20.0	77.1	91.2
Volume/Cap:	0.35	0.26	0.57	0.57	0.23	0.28	0.57	0.46	0.46	0.46	0.57	0.05
Uniform Del:	54.3	49.9	52.2	55.0	49.0	49.4	58.9	20.7	20.7	50.1	16.3	6.0
IncremntDel:	1.2	0.2	2.1	4.0	0.2	0.3	3.7	0.1	0.1	0.7	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	50.1	54.3	59.1	49.2	49.7	62.5	20.8	20.8	50.8	16.5	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	50.1	54.3	59.1	49.2	49.7	62.5	20.8	20.8	50.8	16.5	6.0
LOS by Move:	E+	D	D-	E+	D	D	E	C+	C+	D	B	A
HCM2kAvgQ:	3	3	6	5	2	3	3	11	11	5	15	1

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

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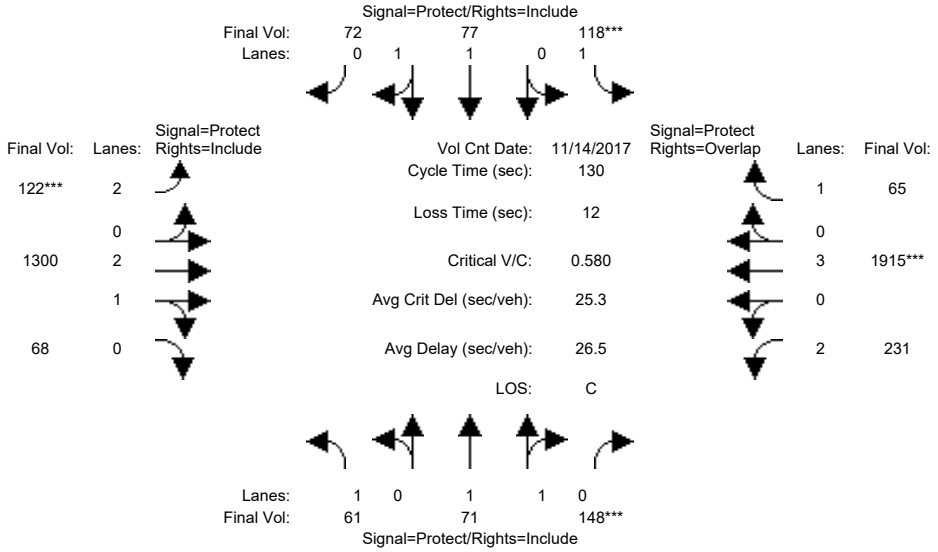
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #12: Halford Ave & El Camino Real



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	61	71	148	118	77	72	122	1300	68	231	1915	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:	61	71	148	118	77	72	122	1300	68	231	1915	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:	61	71	148	118	77	72	122	1300	68	231	1915	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:	61	71	148	118	77	72	122	1300	68	231	1915	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	71	148	118	77	72	122	1300	68	231	1915	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:	61	71	148	118	77	72	122	1300	68	231	1915	65
Saturation 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	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.01	0.99	2.00	2.85	0.15	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1911	1787	3150	5321	278	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.08	0.07	0.04	0.04	0.04	0.24	0.24	0.07	0.34	0.04
Crit Moves:			****	****			****				****	
Green Time:	14.0	18.9	18.9	15.1	20.0	20.0	8.7	64.6	64.6	19.4	75.3	90.4
Volume/Cap:	0.32	0.26	0.58	0.58	0.26	0.26	0.58	0.49	0.49	0.49	0.58	0.05
Uniform Del:	53.6	49.3	51.8	54.4	48.5	48.5	58.9	21.8	21.8	50.8	17.4	6.3
IncremntDel:	1.0	0.2	2.3	4.2	0.2	0.2	4.0	0.1	0.1	0.8	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.6	49.4	54.1	58.6	48.7	48.7	62.9	21.9	21.9	51.6	17.6	6.3
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:	54.6	49.4	54.1	58.6	48.7	48.7	62.9	21.9	21.9	51.6	17.6	6.3
LOS by Move:	D-	D	D-	E+	D	D	E	C+	C+	D-	B	A
HCM2kAvgQ:	3	3	7	6	3	3	3	12	12	5	15	1

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

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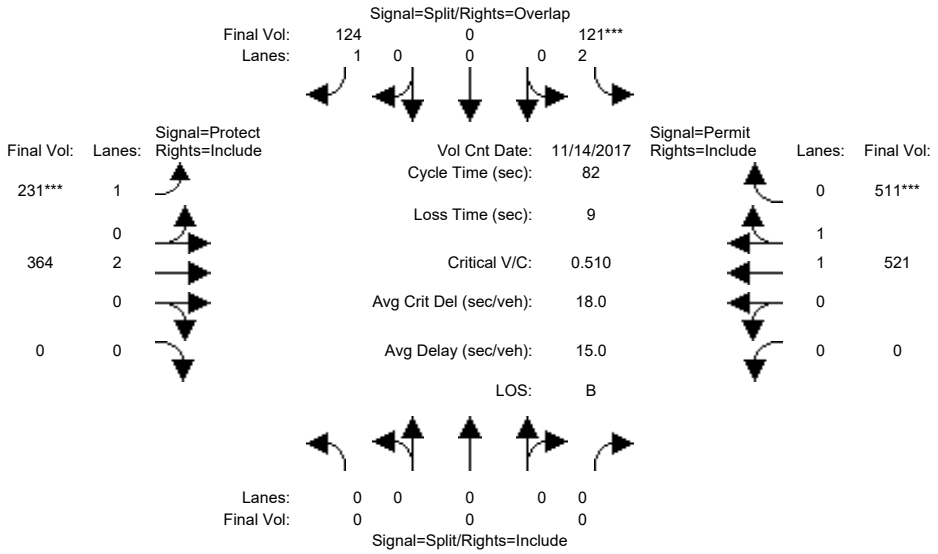
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	121	0	124	231	364	0	0	521	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:	0	0	0	121	0	124	231	364	0	0	521	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:	0	0	0	121	0	124	231	364	0	0	521	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:	0	0	0	121	0	124	231	364	0	0	521	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	124	231	364	0	0	521	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:	0	0	0	121	0	124	231	364	0	0	521	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1899	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.13	0.10	0.00	0.00	0.27	0.28
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	11.4	0.0	30.9	19.6	61.6	0.0	0.0	42.1	42.1
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.19	0.55	0.13	0.00	0.00	0.53	0.55
Uniform Del:	0.0	0.0	0.0	31.6	0.0	17.1	27.4	2.8	0.0	0.0	13.4	13.6
IncremntDel:	0.0	0.0	0.0	0.3	0.0	0.1	1.6	0.0	0.0	0.0	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	17.2	29.0	2.8	0.0	0.0	13.7	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:	0.0	0.0	0.0	32.0	0.0	17.2	29.0	2.8	0.0	0.0	13.7	13.9
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	2	6	1	0	0	9	10

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

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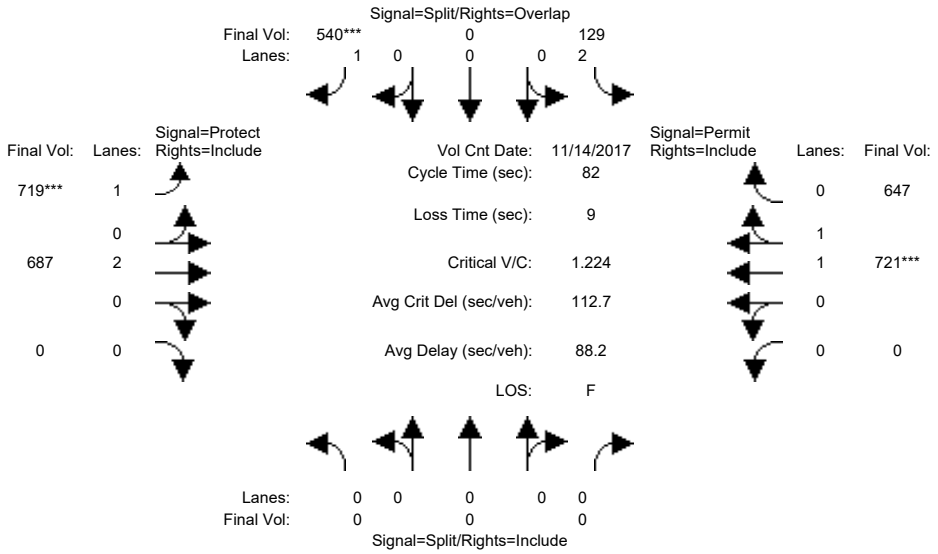
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	129	0	540	719	687	0	0	721	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	129	0	540	719	687	0	0	721	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	0	540	719	687	0	0	721	647
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	129	0	540	719	687	0	0	721	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	129	0	540	719	687	0	0	721	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	129	0	540	719	687	0	0	721	647
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.03	0.97
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1949	1749
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.31	0.41	0.18	0.00	0.00	0.37	0.37
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	20.7	0.0	48.2	27.5	52.3	0.0	0.0	24.8	24.8
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.52	1.22	0.28	0.00	0.00	1.22	1.22
Uniform Del:	0.0	0.0	0.0	23.9	0.0	10.1	27.2	6.6	0.0	0.0	28.6	28.6
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.5	115.3	0.1	0.0	0.0	109	108.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	24.0	0.0	10.6	142.5	6.6	0.0	0.0	137	137.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	0.0	10.6	142.5	6.6	0.0	0.0	137	137.4
LOS by Move:	A	A	A	C	A	B+	F	A	A	A	F	F
HCM2kAvgQ:	0	0	0	2	0	9	40	4	0	0	36	36

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

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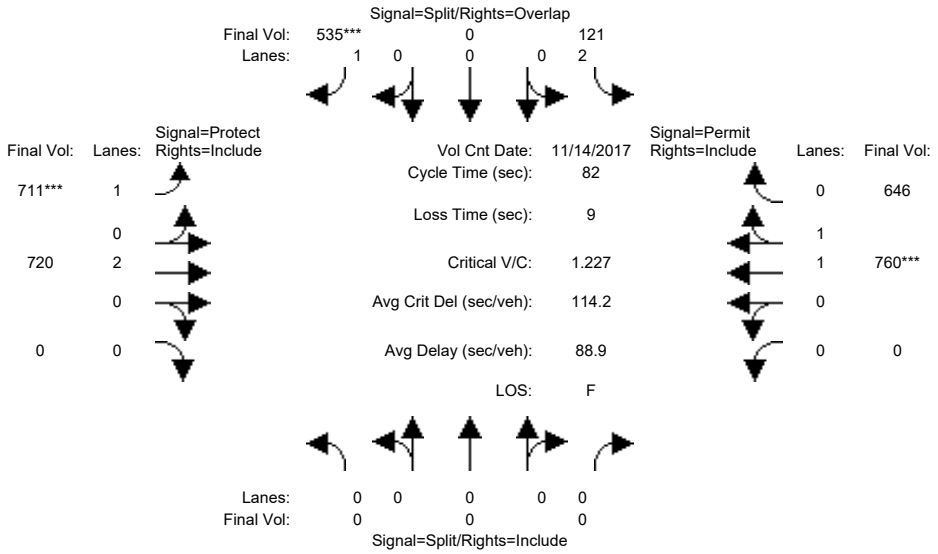
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	121	0	535	711	720	0	0	760	646
Growth Adj:	1.00	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	121	0	535	711	720	0	0	760	646
Added Vol:	0	0	0	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	121	0	535	711	720	0	0	760	646
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	121	0	535	711	720	0	0	760	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	535	711	720	0	0	760	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	121	0	535	711	720	0	0	760	646
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.06	0.94
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1999	1699
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.31	0.41	0.19	0.00	0.00	0.38	0.38
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	20.4	0.0	47.6	27.2	52.6	0.0	0.0	25.4	25.4
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.53	1.23	0.30	0.00	0.00	1.23	1.23
Uniform Del:	0.0	0.0	0.0	24.0	0.0	10.4	27.4	6.5	0.0	0.0	28.3	28.3
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.5	116.8	0.1	0.0	0.0	110	110.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	24.1	0.0	10.9	144.2	6.6	0.0	0.0	138	138.3
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	24.1	0.0	10.9	144.2	6.6	0.0	0.0	138	138.3
LOS by Move:	A	A	A	C	A	B+	F	A	A	A	F	F
HCM2kAvgQ:	0	0	0	1	0	9	40	4	0	0	37	37

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

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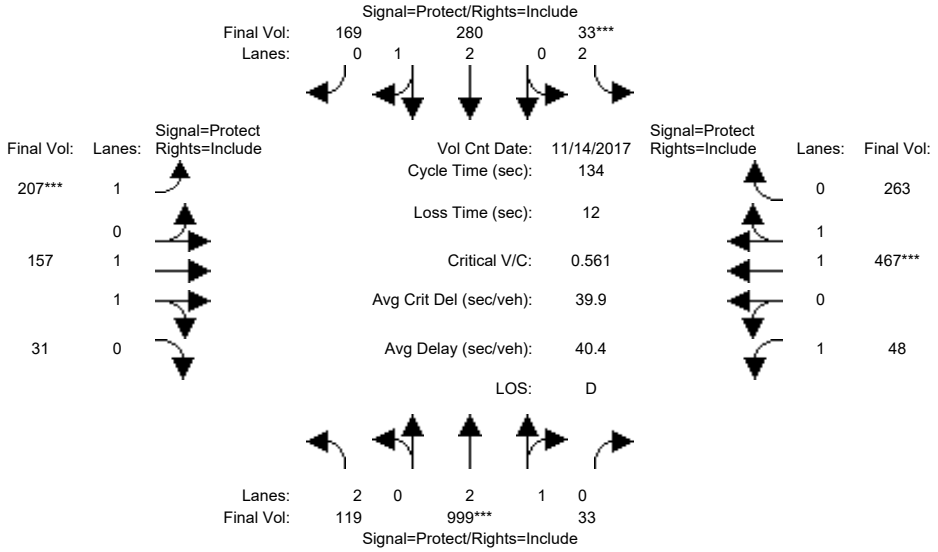
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #16: Mary Ave & Evelyn Ave



Street Name:	Mary Ave						Evelyn 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	119	999	33	33	280	169	207	157	31	48	467	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	999	33	33	280	169	207	157	31	48	467	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	999	33	33	280	169	207	157	31	48	467	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	999	33	33	280	169	207	157	31	48	467	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	999	33	33	280	169	207	157	31	48	467	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	999	33	33	280	169	207	157	31	48	467	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	2.90	0.10	2.00	2.00	1.00	1.00	1.66	0.34	1.00	1.26	0.74
Final Sat.:	3150	5421	179	3150	3800	1750	1750	3089	610	1750	2366	1332
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.01	0.07	0.10	0.12	0.05	0.05	0.03	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	17.3	42.4	42.4	7.0	32.1	32.1	27.2	42.7	42.7	29.9	45.4	45.4
Volume/Cap:	0.29	0.58	0.58	0.20	0.31	0.40	0.58	0.16	0.16	0.12	0.58	0.58
Uniform Del:	52.8	38.4	38.4	60.8	41.9	42.9	48.3	32.8	32.8	41.6	36.5	36.5
IncremntDel:	0.4	0.5	0.5	0.6	0.1	0.2	2.5	0.1	0.1	0.1	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.2	38.9	38.9	61.4	42.0	43.2	50.7	32.8	32.8	41.7	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	38.9	38.9	61.4	42.0	43.2	50.7	32.8	32.8	41.7	37.2	37.2
LOS by Move:	D-	D+	D+	E	D	D	D	C-	C-	D	D+	D+
HCM2kAvgQ:	3	12	12	1	5	6	9	3	3	2	12	12

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

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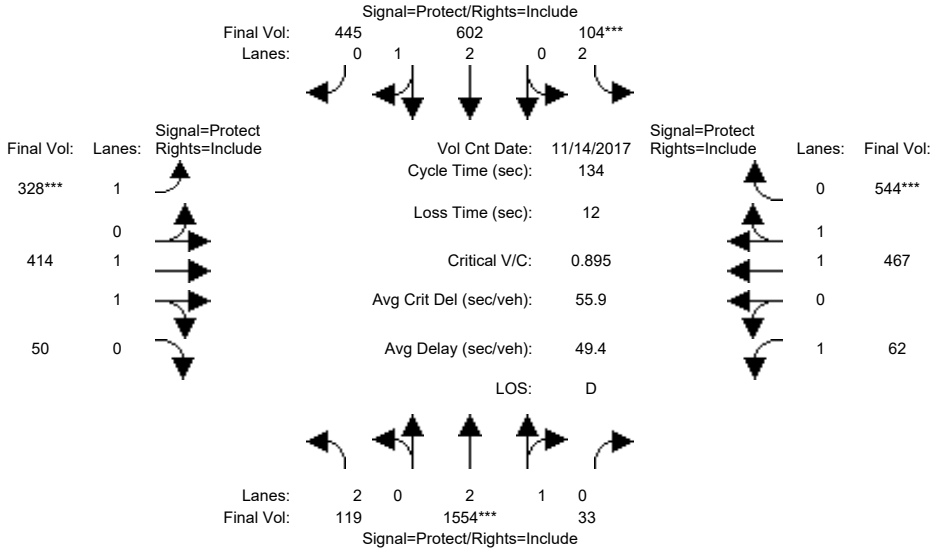
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #16: Mary Ave & Evelyn Ave



Street Name:	Mary Ave						Evelyn 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	119	1554	33	104	602	445	328	414	50	62	467	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1554	33	104	602	445	328	414	50	62	467	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1554	33	104	602	445	328	414	50	62	467	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1554	33	104	602	445	328	414	50	62	467	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1554	33	104	602	445	328	414	50	62	467	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1554	33	104	602	445	328	414	50	62	467	544
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.94	0.06	2.00	2.00	1.00	1.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	3150	5483	116	3150	3800	1750	1750	3301	399	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.03	0.16	0.25	0.19	0.13	0.13	0.04	0.25	0.31
Crit Moves:		****		****			****					****
Green Time:	8.3	41.7	41.7	7.0	40.4	40.4	27.6	51.8	51.8	21.6	45.7	45.7
Volume/Cap:	0.61	0.91	0.91	0.63	0.53	0.84	0.91	0.32	0.32	0.22	0.72	0.91
Uniform Del:	61.3	44.4	44.4	62.2	38.8	43.8	52.0	28.9	28.9	48.9	38.5	42.2
IncremntDel:	5.5	7.6	7.6	7.7	0.3	5.4	26.4	0.1	0.1	0.4	1.8	11.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.8	52.0	52.0	70.0	39.1	49.3	78.4	29.0	29.0	49.3	40.4	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	52.0	52.0	70.0	39.1	49.3	78.4	29.0	29.0	49.3	40.4	53.3
LOS by Move:	E	D-	D-	E	D	D	E-	C	C	D	D	D-
HCM2kAvgQ:	3	21	21	3	10	19	18	7	7	2	16	23

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

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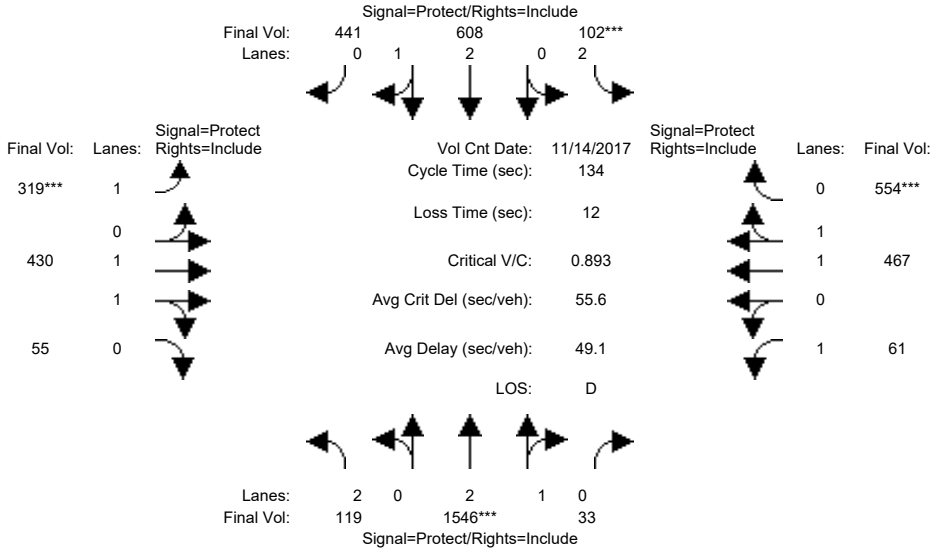
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #16: Mary Ave & Evelyn Ave



Street Name:	Mary Ave						Evelyn 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	119	1546	33	102	608	441	319	430	55	61	467	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1546	33	102	608	441	319	430	55	61	467	554
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1546	33	102	608	441	319	430	55	61	467	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1546	33	102	608	441	319	430	55	61	467	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1546	33	102	608	441	319	430	55	61	467	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1546	33	102	608	441	319	430	55	61	467	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.93	0.07	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00
Final Sat.:	3150	5483	117	3150	3800	1750	1750	3280	420	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.03	0.16	0.25	0.18	0.13	0.13	0.03	0.25	0.32
Crit Moves:		****		****			****					****
Green Time:	8.3	41.5	41.5	7.0	40.2	40.2	26.8	52.5	52.5	20.9	46.6	46.6
Volume/Cap:	0.61	0.91	0.91	0.62	0.53	0.84	0.91	0.33	0.33	0.22	0.71	0.91
Uniform Del:	61.2	44.4	44.4	62.2	39.1	43.9	52.4	28.5	28.5	49.4	37.8	41.7
IncremntDel:	5.4	7.6	7.6	7.1	0.3	5.3	26.7	0.1	0.1	0.4	1.6	10.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.7	52.0	52.0	69.3	39.4	49.1	79.1	28.6	28.6	49.8	39.4	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	52.0	52.0	69.3	39.4	49.1	79.1	28.6	28.6	49.8	39.4	52.6
LOS by Move:	E	D-	D-	E	D	D	E-	C	C	D	D	D-
HCM2kAvgQ:	3	21	21	3	10	19	17	7	7	2	16	24

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

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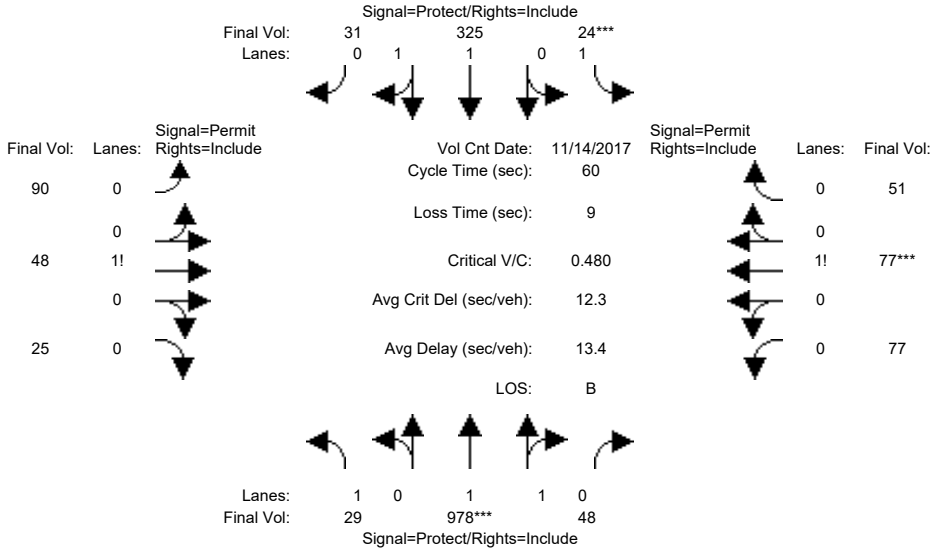
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #17: Mary Ave & Washington Ave



Street Name:	Mary Ave						Washington 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	29	978	48	24	325	31	90	48	25	77	77	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:	29	978	48	24	325	31	90	48	25	77	77	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:	29	978	48	24	325	31	90	48	25	77	77	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:	29	978	48	24	325	31	90	48	25	77	77	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	978	48	24	325	31	90	48	25	77	77	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:	29	978	48	24	325	31	90	48	25	77	77	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.82	0.18	0.56	0.29	0.15	0.37	0.38	0.25
Final Sat.:	1750	3527	173	1750	3378	322	966	515	268	657	657	435
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.10	0.10	0.09	0.09	0.09	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	15.6	30.9	30.9	7.0	22.3	22.3	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.06	0.54	0.54	0.12	0.26	0.26	0.43	0.43	0.43	0.54	0.54	0.54
Uniform Del:	16.7	9.7	9.7	23.7	13.1	13.1	20.2	20.2	20.2	20.8	20.8	20.8
IncremntDel:	0.1	0.3	0.3	0.3	0.1	0.1	0.8	0.8	0.8	1.5	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.7	10.1	10.1	24.0	13.2	13.2	21.0	21.0	21.0	22.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	10.1	10.1	24.0	13.2	13.2	21.0	21.0	21.0	22.3	22.3	22.3
LOS by Move:	B	B+	B+	C	B	B	C+	C+	C+	C+	C+	C+
HCM2kAvgQ:	0	6	6	0	2	2	3	3	3	4	4	4

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

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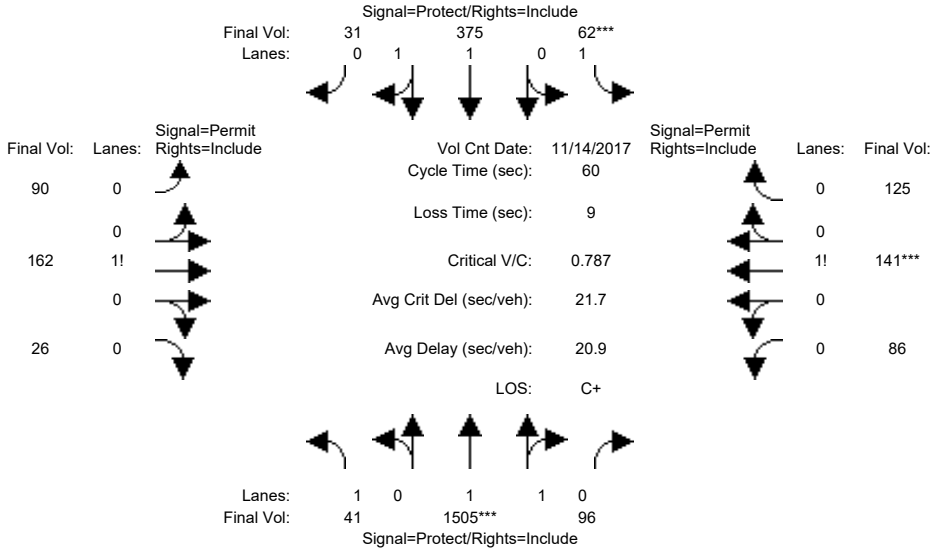
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #17: Mary Ave & Washington Ave



Street Name:	Mary Ave						Washington 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	41	1505	96	62	375	31	90	162	26	86	141	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1505	96	62	375	31	90	162	26	86	141	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1505	96	62	375	31	90	162	26	86	141	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1505	96	62	375	31	90	162	26	86	141	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1505	96	62	375	31	90	162	26	86	141	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1505	96	62	375	31	90	162	26	86	141	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.84	0.16	0.32	0.59	0.09	0.24	0.40	0.36
Final Sat.:	1750	3478	222	1750	3417	282	567	1020	164	428	701	621
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.04	0.11	0.11	0.16	0.16	0.16	0.20	0.20	0.20
Crit Moves:		****		****							****	
Green Time:	15.3	30.0	30.0	7.0	21.8	21.8	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.09	0.86	0.86	0.30	0.30	0.30	0.68	0.68	0.68	0.86	0.86	0.86
Uniform Del:	17.1	13.2	13.2	24.3	13.7	13.7	21.0	21.0	21.0	22.1	22.1	22.1
IncremntDel:	0.1	4.5	4.5	0.8	0.1	0.1	4.7	4.7	4.7	17.2	17.2	17.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.2	17.7	17.7	25.1	13.8	13.8	25.7	25.7	25.7	39.3	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.7	17.7	25.1	13.8	13.8	25.7	25.7	25.7	39.3	39.3	39.3
LOS by Move:	B	B	B	C	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	13	13	1	3	3	7	7	7	10	10	10

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

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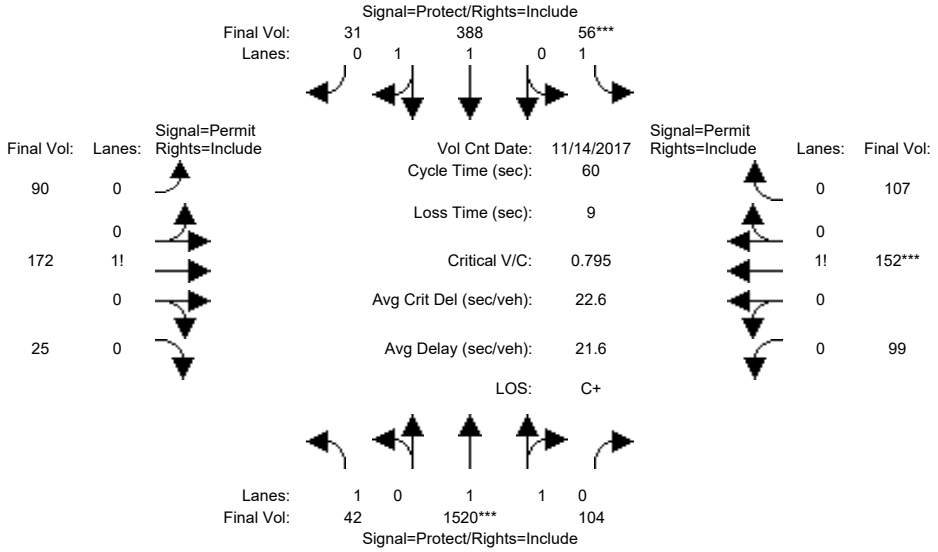
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #17: Mary Ave & Washington Ave



Street Name:	Mary Ave						Washington 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	42	1520	104	56	388	31	90	172	25	99	152	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:	42	1520	104	56	388	31	90	172	25	99	152	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:	42	1520	104	56	388	31	90	172	25	99	152	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:	42	1520	104	56	388	31	90	172	25	99	152	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1520	104	56	388	31	90	172	25	99	152	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:	42	1520	104	56	388	31	90	172	25	99	152	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.85	0.15	0.31	0.60	0.09	0.28	0.42	0.30
Final Sat.:	1750	3463	237	1750	3426	274	549	1049	152	484	743	523
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.03	0.11	0.11	0.16	0.16	0.16	0.20	0.20	0.20
Crit Moves:		****		****							****	
Green Time:	15.2	30.0	30.0	7.0	21.8	21.8	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.09	0.88	0.88	0.27	0.31	0.31	0.70	0.70	0.70	0.88	0.88	0.88
Uniform Del:	17.1	13.4	13.4	24.2	13.7	13.7	21.1	21.1	21.1	22.2	22.2	22.2
IncremntDel:	0.1	5.1	5.1	0.7	0.1	0.1	5.5	5.5	5.5	18.9	18.9	18.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.2	18.5	18.5	24.9	13.9	13.9	26.6	26.6	26.6	41.1	41.1	41.1
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:	17.2	18.5	18.5	24.9	13.9	13.9	26.6	26.6	26.6	41.1	41.1	41.1
LOS by Move:	B	B-	B-	C	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	13	13	1	3	3	7	7	7	11	11	11

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

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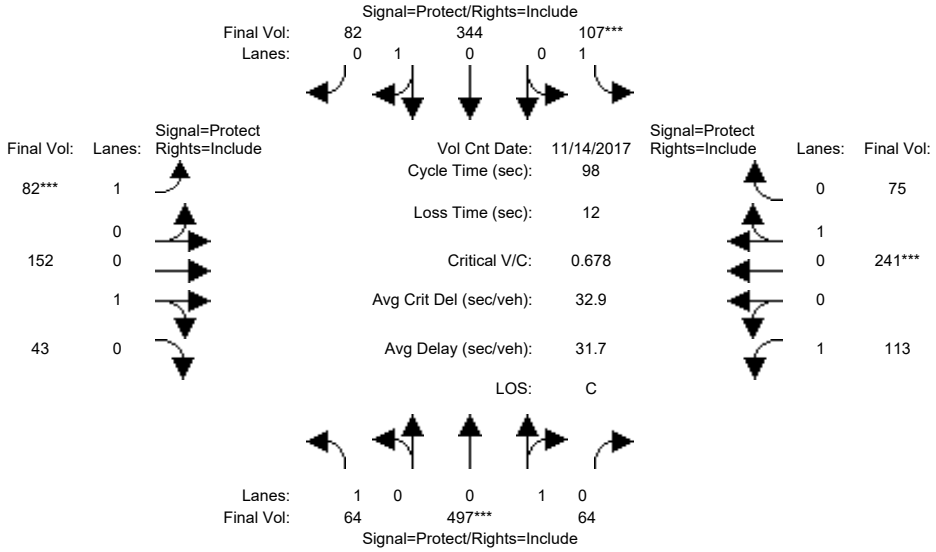
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #18: Mary Ave & Remington Dr



Street Name:	Mary Ave						Remington Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	64	497	64	107	344	82	82	152	43	113	241	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	497	64	107	344	82	82	152	43	113	241	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	497	64	107	344	82	82	152	43	113	241	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	497	64	107	344	82	82	152	43	113	241	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	497	64	107	344	82	82	152	43	113	241	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	497	64	107	344	82	82	152	43	113	241	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.89	0.11	1.00	0.81	0.19	1.00	0.78	0.22	1.00	0.76	0.24
Final Sat.:	1750	1595	205	1750	1454	346	1750	1403	397	1750	1373	427
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.06	0.24	0.24	0.05	0.11	0.11	0.06	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	12.5	44.9	44.9	8.8	41.3	41.3	7.0	19.5	19.5	12.8	25.3	25.3
Volume/Cap:	0.29	0.68	0.68	0.68	0.56	0.56	0.66	0.55	0.55	0.49	0.68	0.68
Uniform Del:	38.8	20.9	20.9	43.2	21.5	21.5	44.3	35.3	35.3	39.6	32.7	32.7
IncremntDel:	0.7	2.3	2.3	11.5	1.0	1.0	12.0	1.8	1.8	1.7	4.1	4.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.5	23.2	23.2	54.7	22.5	22.5	56.3	37.1	37.1	41.2	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	23.2	23.2	54.7	22.5	22.5	56.3	37.1	37.1	41.2	36.8	36.8
LOS by Move:	D	C	C	D-	C+	C+	E+	D+	D+	D	D+	D+
HCM2kAvgQ:	2	14	14	3	10	10	4	6	6	4	10	10

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

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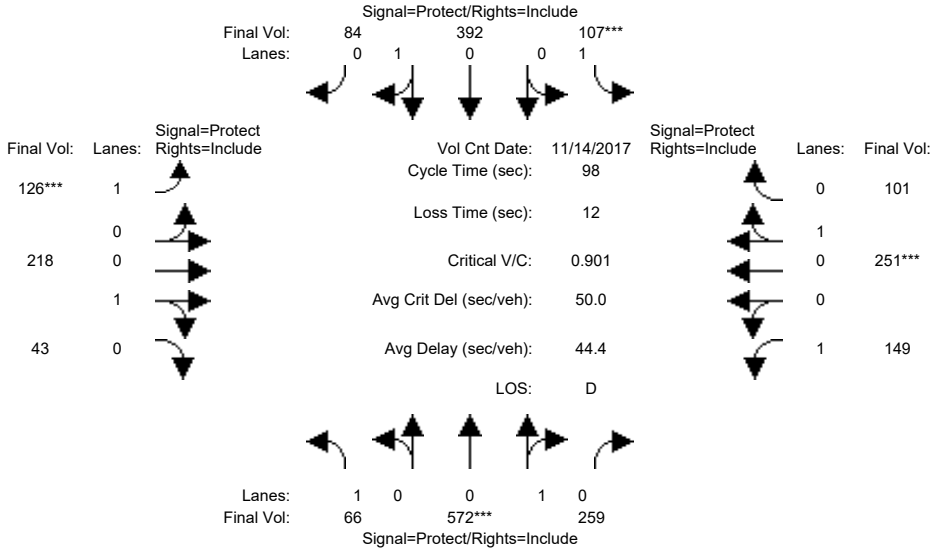
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #18: Mary Ave & Remington Dr



Street Name:	Mary Ave						Remington Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	66	572	259	107	392	84	126	218	43	149	251	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:	66	572	259	107	392	84	126	218	43	149	251	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:	66	572	259	107	392	84	126	218	43	149	251	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:	66	572	259	107	392	84	126	218	43	149	251	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	572	259	107	392	84	126	218	43	149	251	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:	66	572	259	107	392	84	126	218	43	149	251	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.69	0.31	1.00	0.82	0.18	1.00	0.84	0.16	1.00	0.71	0.29
Final Sat.:	1750	1239	561	1750	1482	318	1750	1503	297	1750	1284	516
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.06	0.26	0.26	0.07	0.15	0.15	0.09	0.20	0.20
Crit Moves:		****			****			****			****	
Green Time:	12.1	50.0	50.0	7.0	44.9	44.9	7.8	18.3	18.3	10.7	21.2	21.2
Volume/Cap:	0.30	0.90	0.90	0.86	0.58	0.58	0.90	0.78	0.78	0.78	0.90	0.90
Uniform Del:	39.1	21.8	21.8	45.0	19.6	19.6	44.7	37.9	37.9	42.5	37.4	37.4
IncremntDel:	0.8	12.2	12.2	40.5	1.0	1.0	48.7	11.0	11.0	18.1	23.9	23.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.9	34.1	34.1	85.5	20.6	20.6	93.4	48.9	48.9	60.6	61.3	61.3
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:	39.9	34.1	34.1	85.5	20.6	20.6	93.4	48.9	48.9	60.6	61.3	61.3
LOS by Move:	D	C-	C-	F	C+	C+	F	D	D	E	E	E
HCM2kAvgQ:	2	22	22	4	11	11	7	10	10	7	15	15

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

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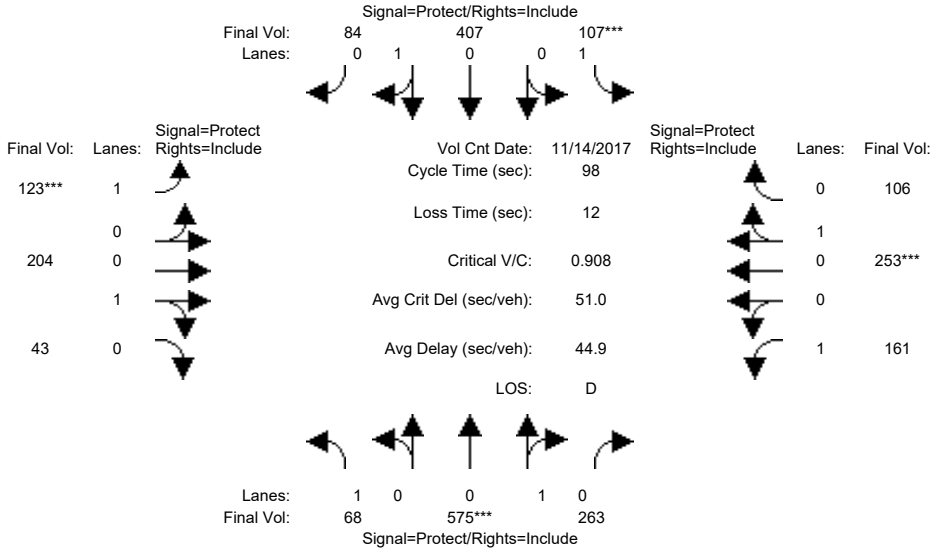
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #18: Mary Ave & Remington Dr



Street Name:	Mary Ave						Remington Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	68	575	263	107	407	84	123	204	43	161	253	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:	68	575	263	107	407	84	123	204	43	161	253	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:	68	575	263	107	407	84	123	204	43	161	253	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:	68	575	263	107	407	84	123	204	43	161	253	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	575	263	107	407	84	123	204	43	161	253	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:	68	575	263	107	407	84	123	204	43	161	253	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.69	0.31	1.00	0.83	0.17	1.00	0.83	0.17	1.00	0.70	0.30
Final Sat.:	1750	1235	565	1750	1492	308	1750	1487	313	1750	1269	531
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.47	0.06	0.27	0.27	0.07	0.14	0.14	0.09	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	11.8	50.0	50.0	7.0	45.2	45.2	7.6	17.3	17.3	11.6	21.4	21.4
Volume/Cap:	0.32	0.91	0.91	0.86	0.59	0.59	0.91	0.78	0.78	0.78	0.91	0.91
Uniform Del:	39.4	22.0	22.0	45.0	19.6	19.6	44.9	38.5	38.5	41.9	37.4	37.4
IncremntDel:	0.9	13.1	13.1	40.5	1.1	1.1	51.6	11.3	11.3	16.6	25.0	25.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.3	35.1	35.1	85.5	20.7	20.7	96.5	49.8	49.8	58.5	62.4	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	35.1	35.1	85.5	20.7	20.7	96.5	49.8	49.8	58.5	62.4	62.4
LOS by Move:	D	D+	D+	F	C+	C+	F	D	D	E+	E	E
HCM2kAvgQ:	2	23	23	4	11	11	7	9	9	7	15	15

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

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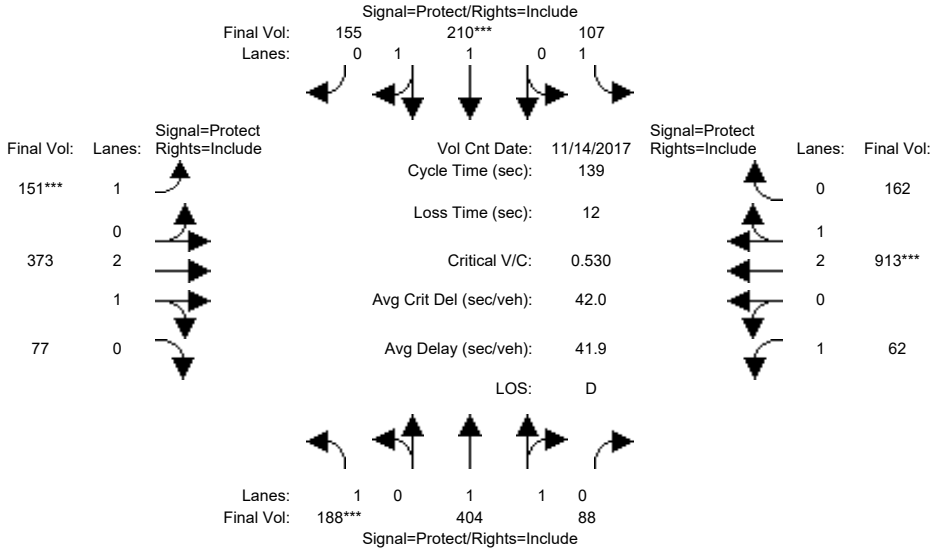
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	188	404	88	107	210	155	151	373	77	62	913	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	404	88	107	210	155	151	373	77	62	913	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	404	88	107	210	155	151	373	77	62	913	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	404	88	107	210	155	151	373	77	62	913	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	404	88	107	210	155	151	373	77	62	913	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	404	88	107	210	155	151	373	77	62	913	162
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.63	0.37	1.00	1.13	0.87	1.00	2.47	0.53	1.00	2.53	0.47
Final Sat.:	1750	3038	662	1750	2128	1570	1750	4641	958	1750	4755	844
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.06	0.10	0.10	0.09	0.08	0.08	0.04	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	28.2	37.0	37.0	17.0	25.9	25.9	22.6	44.9	44.9	28.1	50.3	50.3
Volume/Cap:	0.53	0.50	0.50	0.50	0.53	0.53	0.53	0.25	0.25	0.18	0.53	0.53
Uniform Del:	49.5	43.1	43.1	57.0	51.1	51.1	53.3	34.7	34.7	45.9	35.0	35.0
IncremntDel:	1.5	0.4	0.4	1.8	0.8	0.8	1.9	0.1	0.1	0.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	43.5	43.5	58.8	51.9	51.9	55.2	34.7	34.7	46.1	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:	51.0	43.5	43.5	58.8	51.9	51.9	55.2	34.7	34.7	46.1	35.3	35.3
LOS by Move:	D-	D	D	E+	D-	D-	E+	C-	C-	D	D+	D+
HCM2kAvgQ:	8	9	9	4	7	7	7	5	5	2	12	12

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

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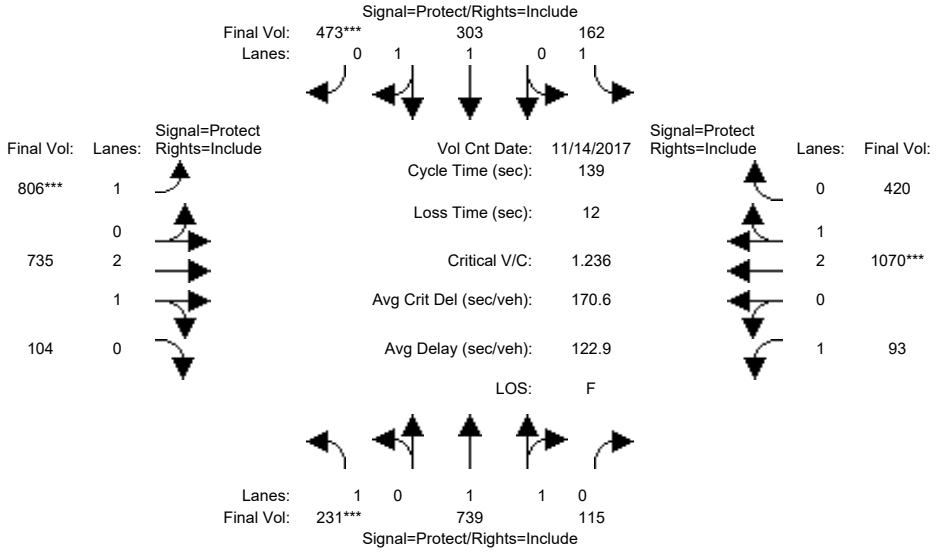
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	231	739	115	162	303	473	806	735	104	93	1070	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	739	115	162	303	473	806	735	104	93	1070	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	739	115	162	303	473	806	735	104	93	1070	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	739	115	162	303	473	806	735	104	93	1070	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	739	115	162	303	473	806	735	104	93	1070	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	739	115	162	303	473	806	735	104	93	1070	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.95
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	2.61	0.39	1.00	2.12	0.88
Final Sat.:	1750	3201	498	1750	1900	1750	1750	4905	694	1750	4019	1578
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.09	0.16	0.27	0.46	0.15	0.15	0.05	0.27	0.27
Crit Moves:	****					****	****				****	
Green Time:	14.8	32.3	32.3	13.0	30.4	30.4	51.8	60.3	60.3	21.4	29.9	29.9
Volume/Cap:	1.24	0.99	0.99	0.99	0.73	1.24	1.24	0.35	0.35	0.35	1.24	1.24
Uniform Del:	62.1	53.2	53.2	63.0	50.5	54.3	43.6	26.2	26.2	52.5	54.5	54.5
IncremntDel:	143.4	29.0	29.0	68.4	2.6	119.4	119.0	0.1	0.1	0.8	113	113.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	205.5	82.2	82.2	131.4	53.1	173.7	162.6	26.3	26.3	53.3	168	167.9
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:	205.5	82.2	82.2	131.4	53.1	173.7	162.6	26.3	26.3	53.3	168	167.9
LOS by Move:	F	F	F	F	D-	F	F	C	C	D-	F	F
HCM2kAvgQ:	17	21	21	9	12	34	59	8	8	4	33	33

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

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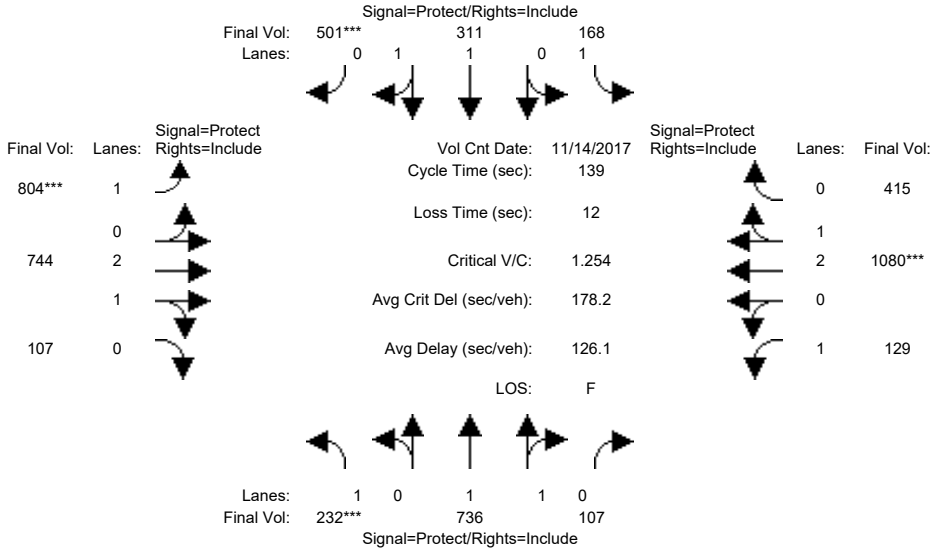
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	232	736	107	168	311	501	804	744	107	129	1080	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	736	107	168	311	501	804	744	107	129	1080	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	736	107	168	311	501	804	744	107	129	1080	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	736	107	168	311	501	804	744	107	129	1080	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	736	107	168	311	501	804	744	107	129	1080	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	736	107	168	311	501	804	744	107	129	1080	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.95
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	2.61	0.39	1.00	2.14	0.86
Final Sat.:	1750	3230	470	1750	1900	1750	1750	4895	704	1750	4043	1554
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.10	0.16	0.29	0.46	0.15	0.15	0.07	0.27	0.27
Crit Moves:	****					****	****				****	
Green Time:	14.7	32.7	32.7	13.8	31.7	31.7	50.9	54.2	54.2	26.3	29.6	29.6
Volume/Cap:	1.25	0.97	0.97	0.97	0.72	1.25	1.25	0.39	0.39	0.39	1.25	1.25
Uniform Del:	62.2	52.7	52.7	62.4	49.5	53.6	44.0	30.5	30.5	49.3	54.7	54.7
IncremntDel:	150.6	23.2	23.2	59.1	2.2	126.5	126.6	0.1	0.1	0.8	121	121.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	212.7	75.9	75.9	121.5	51.7	180.1	170.7	30.6	30.6	50.1	176	175.8
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:	212.7	75.9	75.9	121.5	51.7	180.1	170.7	30.6	30.6	50.1	176	175.8
LOS by Move:	F	E-	E-	F	D-	F	F	C	C	D	F	F
HCM2kAvgQ:	17	20	20	9	12	37	60	9	9	5	33	33

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

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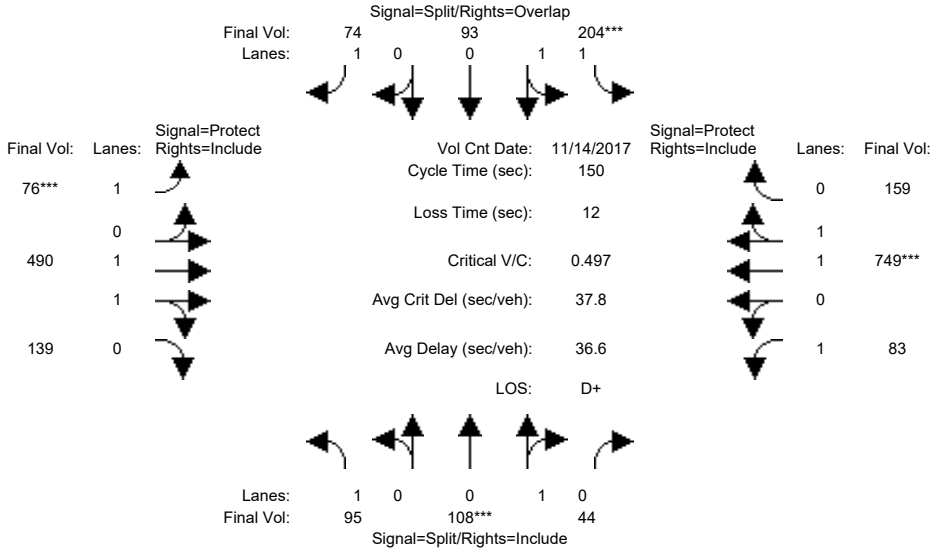
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #20: Mary Ave & Homestead Rd



Street Name:	Mary Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:15 AM - 8:15 AM												
Base Vol:	95	108	44	204	93	74	76	490	139	83	749	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:	95	108	44	204	93	74	76	490	139	83	749	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:	95	108	44	204	93	74	76	490	139	83	749	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:	95	108	44	204	93	74	76	490	139	83	749	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	108	44	204	93	74	76	490	139	83	749	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:	95	108	44	204	93	74	76	490	139	83	749	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.71	0.29	1.38	0.62	1.00	1.00	1.55	0.45	1.00	1.64	0.36
Final Sat.:	1750	1279	521	2438	1112	1750	1750	2882	817	1750	3052	648
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.08	0.08	0.04	0.04	0.17	0.17	0.05	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	25.5	25.5	25.5	25.3	25.3	38.4	13.1	68.2	68.2	19.0	74.1	74.1
Volume/Cap:	0.32	0.50	0.50	0.50	0.50	0.17	0.50	0.37	0.37	0.37	0.50	0.50
Uniform Del:	54.6	56.4	56.4	56.6	56.6	43.4	65.3	26.9	26.9	60.0	25.4	25.4
IncremntDel:	0.6	1.3	1.3	0.7	0.7	0.2	2.5	0.1	0.1	1.1	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.3	57.7	57.7	57.2	57.2	43.5	67.8	27.0	27.0	61.1	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	57.7	57.7	57.2	57.2	43.5	67.8	27.0	27.0	61.1	25.7	25.7
LOS by Move:	E+	E+	E+	E+	E+	D	E	C	C	E	C	C
HCM2kAvgQ:	4	7	7	6	6	3	4	9	9	4	14	14

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

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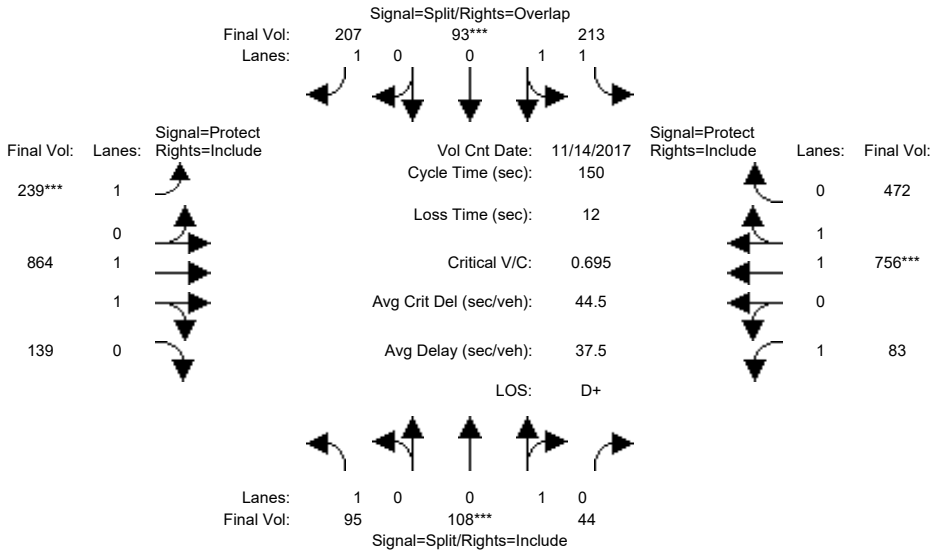
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #20: Mary Ave & Homestead Rd



Street Name:	Mary Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:15 AM - 8:15 AM												
Base Vol:	95	108	44	213	93	207	239	864	139	83	756	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	108	44	213	93	207	239	864	139	83	756	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	108	44	213	93	207	239	864	139	83	756	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	108	44	213	93	207	239	864	139	83	756	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	108	44	213	93	207	239	864	139	83	756	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	108	44	213	93	207	239	864	139	83	756	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.71	0.29	1.40	0.60	1.00	1.00	1.72	0.28	1.00	1.21	0.79
Final Sat.:	1750	1279	521	2471	1079	1750	1750	3187	513	1750	2277	1421
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.09	0.09	0.12	0.14	0.27	0.27	0.05	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	18.2	18.2	18.2	18.6	18.6	48.1	29.5	86.1	86.1	15.1	71.7	71.7
Volume/Cap:	0.45	0.69	0.69	0.69	0.69	0.37	0.69	0.47	0.47	0.47	0.69	0.69
Uniform Del:	61.2	63.2	63.2	63.0	63.0	39.3	56.1	18.7	18.7	63.7	30.6	30.6
IncremntDel:	1.5	9.3	9.3	4.8	4.8	0.4	6.1	0.2	0.2	2.0	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.7	72.5	72.5	67.8	67.8	39.7	62.1	18.8	18.8	65.7	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:	62.7	72.5	72.5	67.8	67.8	39.7	62.1	18.8	18.8	65.7	31.8	31.8
LOS by Move:	E	E	E	E	E	D	E	B-	B-	E	C	C
HCM2kAvgQ:	5	8	8	7	7	7	11	13	13	4	22	22

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

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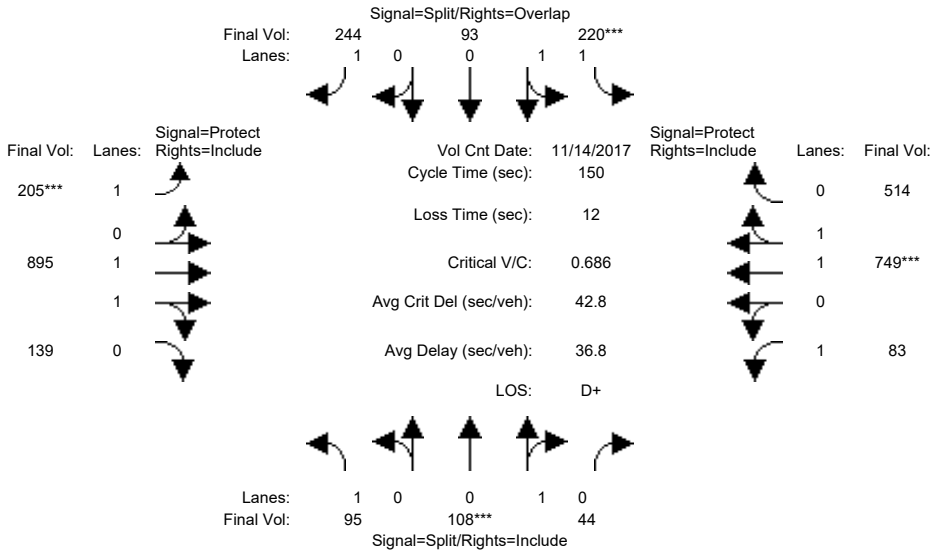
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #20: Mary Ave & Homestead Rd



Street Name:	Mary Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:15 AM - 8:15 AM												
Base Vol:	95	108	44	220	93	244	205	895	139	83	749	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	108	44	220	93	244	205	895	139	83	749	514
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	108	44	220	93	244	205	895	139	83	749	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	108	44	220	93	244	205	895	139	83	749	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	108	44	220	93	244	205	895	139	83	749	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	108	44	220	93	244	205	895	139	83	749	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.71	0.29	1.41	0.59	1.00	1.00	1.72	0.28	1.00	1.16	0.84
Final Sat.:	1750	1279	521	2495	1055	1750	1750	3202	497	1750	2193	1505
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.09	0.09	0.14	0.12	0.28	0.28	0.05	0.34	0.34
Crit Moves:		****		****			****				****	
Green Time:	18.5	18.5	18.5	19.3	19.3	44.9	25.6	85.7	85.7	14.5	74.7	74.7
Volume/Cap:	0.44	0.69	0.69	0.69	0.69	0.47	0.69	0.49	0.49	0.49	0.69	0.69
Uniform Del:	61.0	63.0	63.0	62.5	62.5	42.8	58.4	19.1	19.1	64.2	28.7	28.7
IncremntDel:	1.4	8.7	8.7	4.3	4.3	0.7	6.5	0.2	0.2	2.2	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.4	71.7	71.7	66.8	66.8	43.5	64.9	19.3	19.3	66.4	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	71.7	71.7	66.8	66.8	43.5	64.9	19.3	19.3	66.4	29.8	29.8
LOS by Move:	E	E	E	E	E	D	E	B-	B-	E	C	C
HCM2kAvgQ:	5	8	8	7	7	9	9	14	14	4	22	22

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

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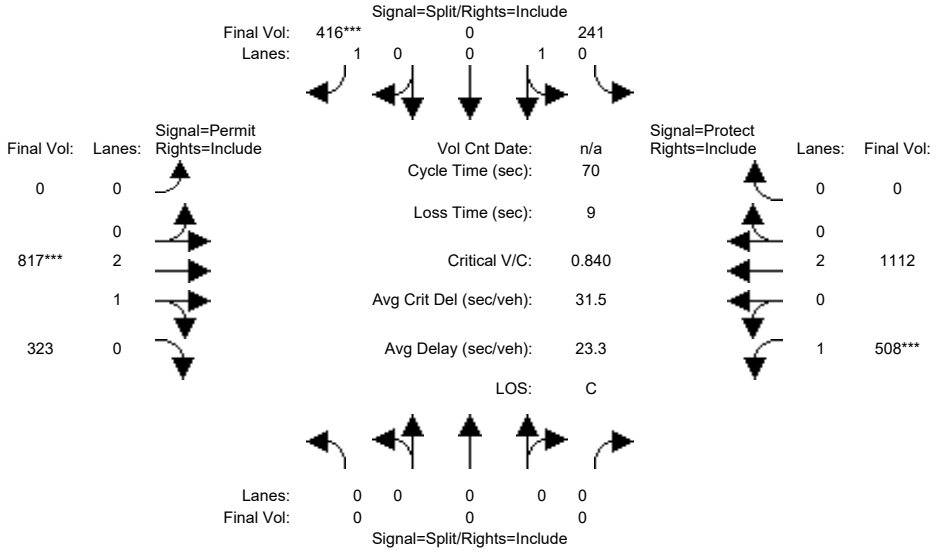
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	241	0	416	0	817	323	508	1112	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	241	0	416	0	817	323	508	1112	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	241	0	416	0	817	323	508	1112	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	241	0	416	0	817	323	508	1112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	416	0	817	323	508	1112	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	241	0	416	0	817	323	508	1112	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	0.95	0.95	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.12	0.88	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	4011	1586	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.24	0.00	0.20	0.20	0.29	0.29	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	19.8	0.0	19.8	0.0	17.0	17.0	24.2	41.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.84	0.00	0.84	0.84	0.84	0.50	0.00
Uniform Del:	0.0	0.0	0.0	20.8	0.0	23.6	0.0	25.2	25.2	21.1	8.4	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	12.1	0.0	4.8	4.8	10.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	35.7	0.0	30.1	30.1	31.3	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	35.7	0.0	30.1	30.1	31.3	8.6	0.0
LOS by Move:	A	A	A	C+	A	D+	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	5	0	12	0	11	11	14	7	0

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

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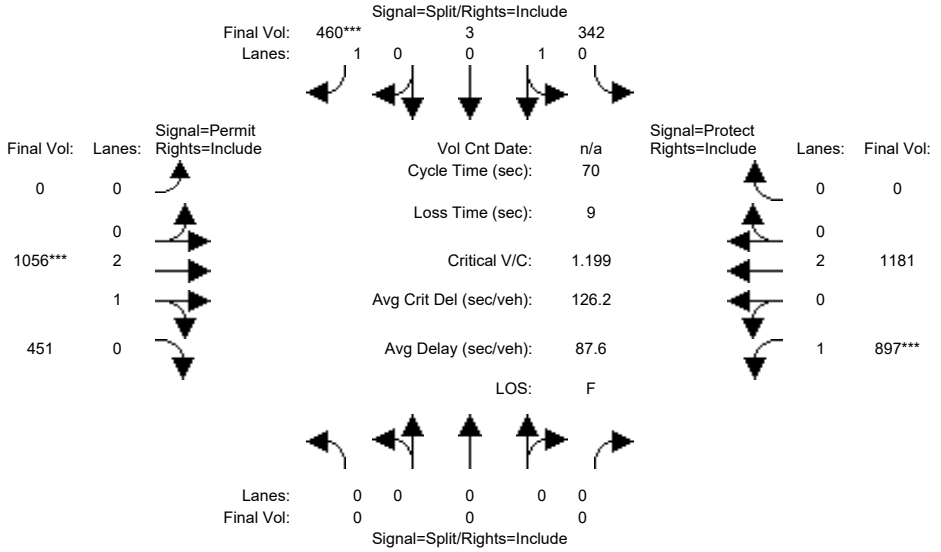
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	342	3	460	0	1056	451	897	1181	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	342	3	460	0	1056	451	897	1181	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	342	3	460	0	1056	451	897	1181	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	342	3	460	0	1056	451	897	1181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	3	460	0	1056	451	897	1181	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	342	3	460	0	1056	451	897	1181	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	0.95	0.95	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.07	0.93	1.00	2.00	0.00
Final Sat.:	0	0	0	1784	16	1750	0	3922	1675	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.26	0.00	0.27	0.27	0.51	0.31	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	15.3	15.3	15.3	0.0	15.7	15.7	29.9	45.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.87	0.87	1.20	0.00	1.20	1.20	1.20	0.48	0.00
Uniform Del:	0.0	0.0	0.0	26.4	26.4	27.3	0.0	27.1	27.1	20.0	6.1	0.0
IncremntDel:	0.0	0.0	0.0	19.0	19.0	112.1	0.0	97.4	97.4	102.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	45.3	45.3	139.4	0.0	125	124.5	122.2	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.3	45.3	139.4	0.0	125	124.5	122.2	6.3	0.0
LOS by Move:	A	A	A	D	D	F	A	F	F	F	A	A
HCM2kAvgQ:	0	0	0	11	11	24	0	25	25	44	7	0

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

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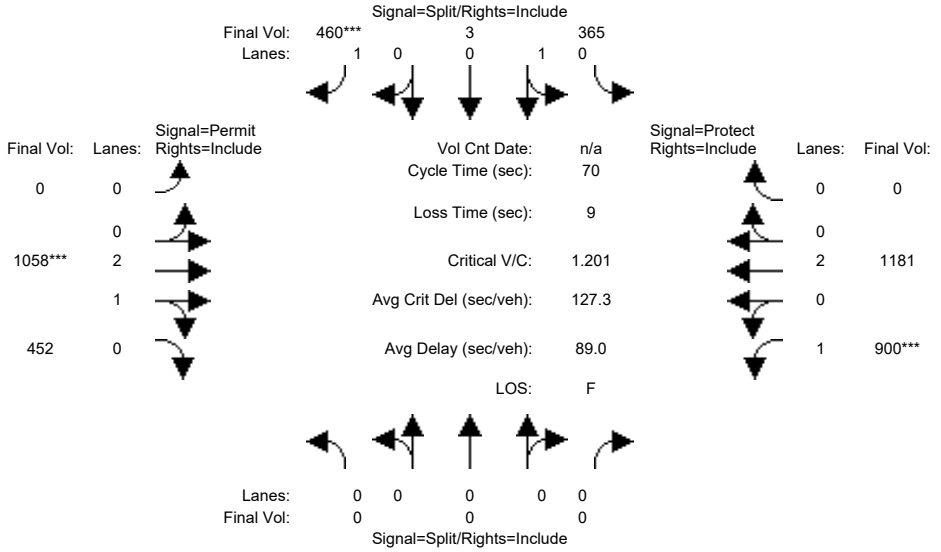
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	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	0.95	0.95	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.07	0.93	1.00	2.00	0.00
Final Sat.:	0	0	0	1785	15	1750	0	3922	1675	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.26	0.00	0.27	0.27	0.51	0.31	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	15.3	15.3	15.3	0.0	15.7	15.7	30.0	45.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.93	0.93	1.20	0.00	1.20	1.20	1.20	0.48	0.00
Uniform Del:	0.0	0.0	0.0	26.8	26.8	27.3	0.0	27.1	27.1	20.0	6.1	0.0
IncremntDel:	0.0	0.0	0.0	29.3	29.3	113.1	0.0	98.5	98.5	103.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	56.1	56.1	140.4	0.0	126	125.6	123.2	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.1	56.1	140.4	0.0	126	125.6	123.2	6.3	0.0
LOS by Move:	A	A	A	E+	E+	F	A	F	F	F	A	A
HCM2kAvgQ:	0	0	0	13	13	24	0	25	25	44	7	0

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

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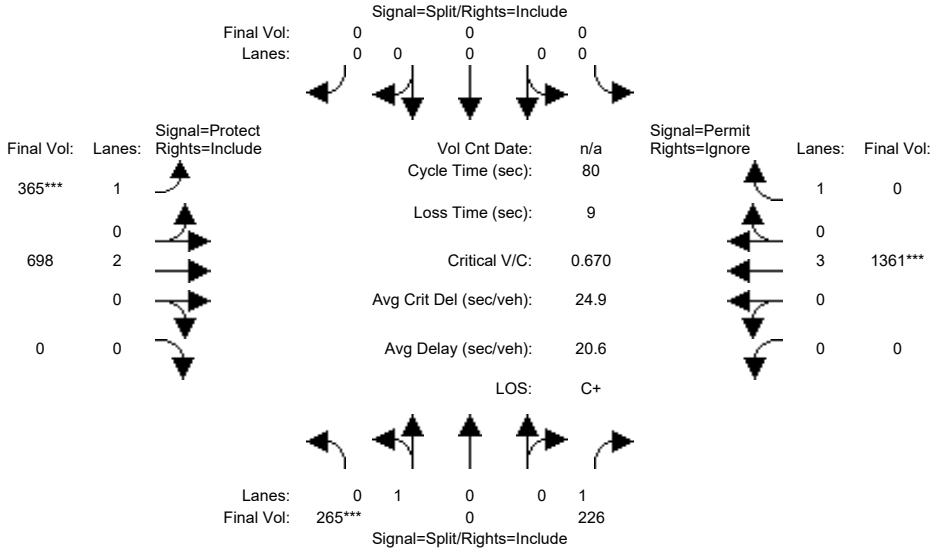
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #22: SR 85 NB Ramps & Fremont Ave



Street Name:	SR 85 NB Ramps						Fremont 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:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	265	0	226	0	0	0	365	698	0	0	1361	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	0	226	0	0	0	365	698	0	0	1361	740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	0	226	0	0	0	365	698	0	0	1361	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	265	0	226	0	0	0	365	698	0	0	1361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	0	226	0	0	0	365	698	0	0	1361	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	265	0	226	0	0	0	365	698	0	0	1361	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1800	0	1750	0	0	0	1750	3800	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.13	0.00	0.00	0.00	0.21	0.18	0.00	0.00	0.24	0.00
Crit Moves:	****						****				****	
Green Time:	17.6	0.0	17.6	0.0	0.0	0.0	24.9	53.4	0.0	0.0	28.5	0.0
Volume/Cap:	0.67	0.00	0.59	0.00	0.00	0.00	0.67	0.28	0.00	0.00	0.67	0.00
Uniform Del:	28.6	0.0	28.0	0.0	0.0	0.0	24.0	5.4	0.0	0.0	21.8	0.0
IncremntDel:	4.4	0.0	2.4	0.0	0.0	0.0	3.2	0.1	0.0	0.0	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	33.0	0.0	30.3	0.0	0.0	0.0	27.2	5.5	0.0	0.0	22.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	30.3	0.0	0.0	0.0	27.2	5.5	0.0	0.0	22.6	0.0
LOS by Move:	C-	A	C	A	A	A	C	A	A	A	C+	A
HCM2kAvgQ:	8	0	6	0	0	0	10	4	0	0	10	0

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

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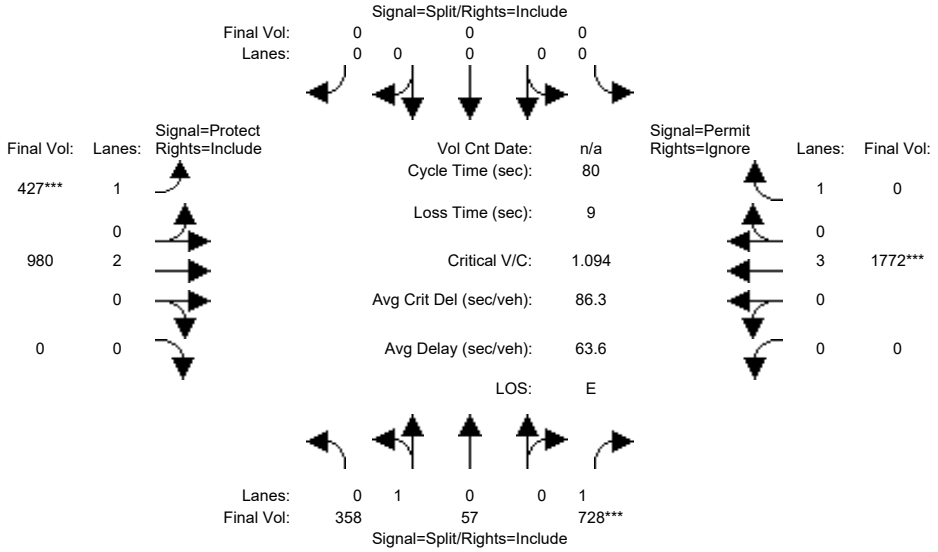
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #22: SR 85 NB Ramps & Fremont Ave



Street Name:	SR 85 NB Ramps						Fremont 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:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	358	57	728	0	0	0	427	980	0	0	1772	806
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	57	728	0	0	0	427	980	0	0	1772	806
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	57	728	0	0	0	427	980	0	0	1772	806
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	358	57	728	0	0	0	427	980	0	0	1772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	57	728	0	0	0	427	980	0	0	1772	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	358	57	728	0	0	0	427	980	0	0	1772	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1553	247	1750	0	0	0	1750	3800	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.42	0.00	0.00	0.00	0.24	0.26	0.00	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green Time:	30.4	30.4	30.4	0.0	0.0	0.0	17.8	40.6	0.0	0.0	22.7	0.0
Volume/Cap:	0.61	0.61	1.09	0.00	0.00	0.00	1.09	0.51	0.00	0.00	1.09	0.00
Uniform Del:	20.0	20.0	24.8	0.0	0.0	0.0	31.1	13.1	0.0	0.0	28.6	0.0
IncremntDel:	1.6	1.6	63.3	0.0	0.0	0.0	73.3	0.2	0.0	0.0	52.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	21.5	21.5	88.1	0.0	0.0	0.0	104.3	13.3	0.0	0.0	81.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	21.5	88.1	0.0	0.0	0.0	104.3	13.3	0.0	0.0	81.3	0.0
LOS by Move:	C+	C+	F	A	A	A	F	B	A	A	F	A
HCM2kAvgQ:	9	9	33	0	0	0	21	8	0	0	25	0

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

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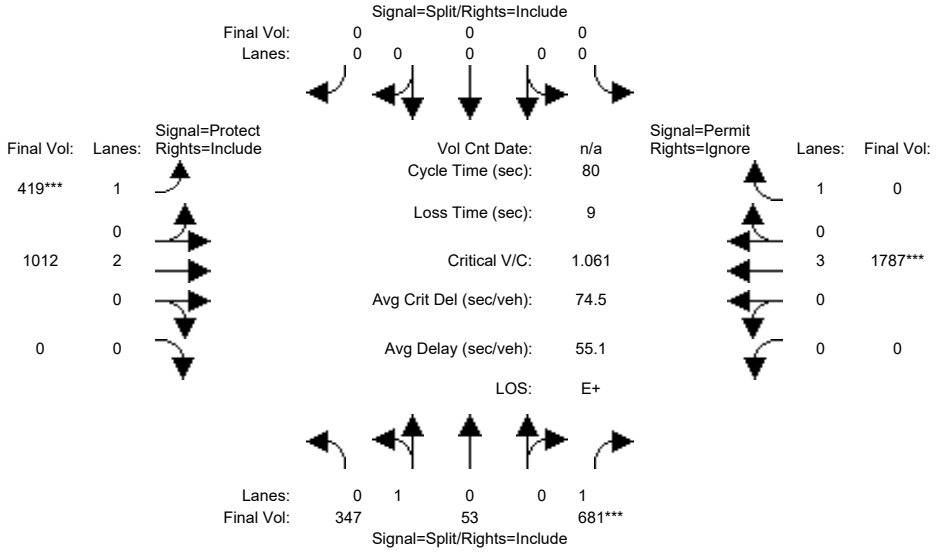
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #22: SR 85 NB Ramps & Fremont Ave



Street Name:	SR 85 NB Ramps						Fremont 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:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	347	53	681	0	0	0	419	1012	0	0	1787	811
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	53	681	0	0	0	419	1012	0	0	1787	811
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	53	681	0	0	0	419	1012	0	0	1787	811
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	347	53	681	0	0	0	419	1012	0	0	1787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	53	681	0	0	0	419	1012	0	0	1787	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	347	53	681	0	0	0	419	1012	0	0	1787	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.87	0.13	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1561	238	1750	0	0	0	1750	3800	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.39	0.00	0.00	0.00	0.24	0.27	0.00	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green Time:	29.3	29.3	29.3	0.0	0.0	0.0	18.0	41.7	0.0	0.0	23.6	0.0
Volume/Cap:	0.61	0.61	1.06	0.00	0.00	0.00	1.06	0.51	0.00	0.00	1.06	0.00
Uniform Del:	20.6	20.6	25.3	0.0	0.0	0.0	31.0	12.5	0.0	0.0	28.2	0.0
IncremntDel:	1.6	1.6	53.0	0.0	0.0	0.0	62.5	0.2	0.0	0.0	40.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	22.3	22.3	78.3	0.0	0.0	0.0	93.5	12.7	0.0	0.0	68.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	78.3	0.0	0.0	0.0	93.5	12.7	0.0	0.0	68.5	0.0
LOS by Move:	C+	C+	E-	A	A	A	F	B	A	A	E	A
HCM2kAvgQ:	9	9	29	0	0	0	19	8	0	0	24	0

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

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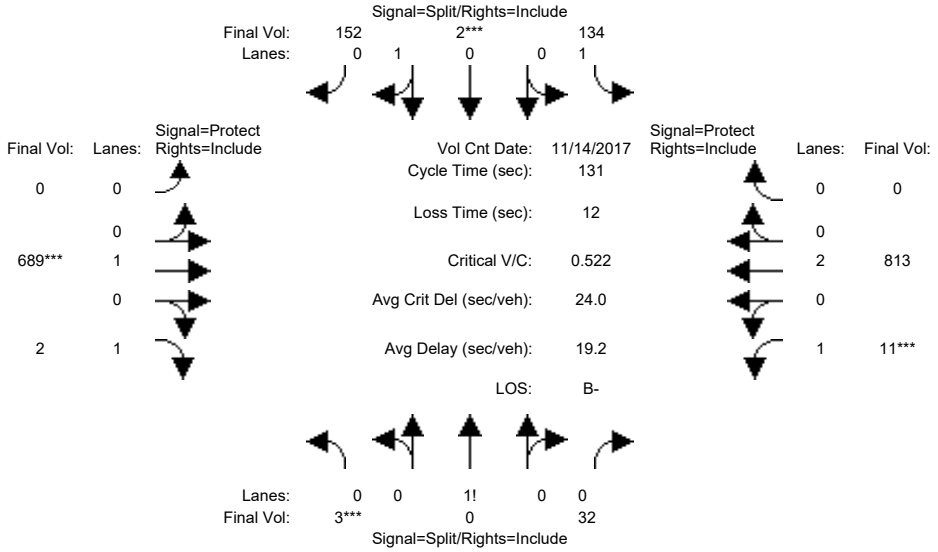
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #23: SR 85 SB Ramps & Homestead Rd



Street Name:	SR 85 SB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	3	0	32	134	2	152	0	689	2	11	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:	3	0	32	134	2	152	0	689	2	11	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:	3	0	32	134	2	152	0	689	2	11	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:	3	0	32	134	2	152	0	689	2	11	813	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	32	134	2	152	0	689	2	11	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:	3	0	32	134	2	152	0	689	2	11	813	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.00	0.91	1.00	0.01	0.99	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	150	0	1600	1750	23	1777	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.08	0.09	0.09	0.00	0.36	0.00	0.01	0.21	0.00
Crit Moves:	****				****			****			****	
Green Time:	10.0	0.0	10.0	19.5	19.5	19.5	0.0	82.5	82.5	7.0	89.5	0.0
Volume/Cap:	0.26	0.00	0.26	0.52	0.58	0.58	0.00	0.58	0.00	0.12	0.31	0.00
Uniform Del:	57.0	0.0	57.0	51.4	51.9	51.9	0.0	14.1	9.0	59.1	8.4	0.0
IncremntDel:	1.0	0.0	1.0	1.8	3.1	3.1	0.0	0.7	0.0	0.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	58.1	0.0	58.1	53.2	55.0	55.0	0.0	14.8	9.0	59.6	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.0	58.1	53.2	55.0	55.0	0.0	14.8	9.0	59.6	8.4	0.0
LOS by Move:	E+	A	E+	D-	D-	D-	A	B	A	E+	A	A
HCM2kAvgQ:	2	0	2	6	7	7	0	16	0	0	6	0

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

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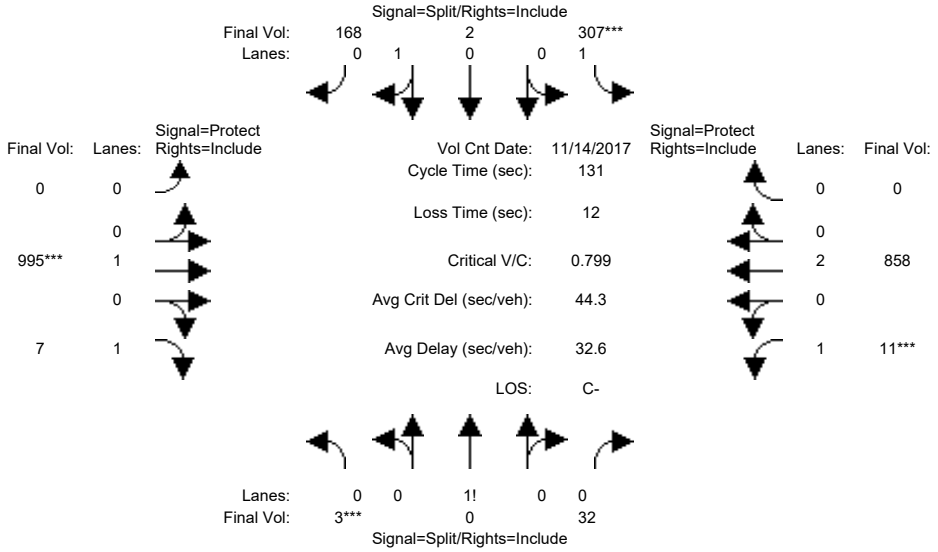
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #23: SR 85 SB Ramps & Homestead Rd



Street Name:	SR 85 SB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	3	0	32	307	2	168	0	995	7	11	858	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	32	307	2	168	0	995	7	11	858	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:	3	0	32	307	2	168	0	995	7	11	858	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	32	307	2	168	0	995	7	11	858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	32	307	2	168	0	995	7	11	858	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	32	307	2	168	0	995	7	11	858	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.00	0.91	1.00	0.01	0.99	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	150	0	1600	1750	21	1779	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.18	0.09	0.09	0.00	0.52	0.00	0.01	0.23	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	25.6	25.6	25.6	0.0	76.4	76.4	7.0	83.4	0.0
Volume/Cap:	0.26	0.00	0.26	0.90	0.48	0.48	0.00	0.90	0.01	0.12	0.35	0.00
Uniform Del:	57.0	0.0	57.0	51.4	46.8	46.8	0.0	23.9	11.4	59.1	11.2	0.0
IncremntDel:	1.0	0.0	1.0	25.1	1.0	1.0	0.0	9.8	0.0	0.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	58.1	0.0	58.1	76.5	47.9	47.9	0.0	33.7	11.4	59.6	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.0	58.1	76.5	47.9	47.9	0.0	33.7	11.4	59.6	11.3	0.0
LOS by Move:	E+	A	E+	E-	D	D	A	C-	B+	E+	B+	A
HCM2kAvgQ:	2	0	2	16	7	7	0	38	0	0	8	0

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

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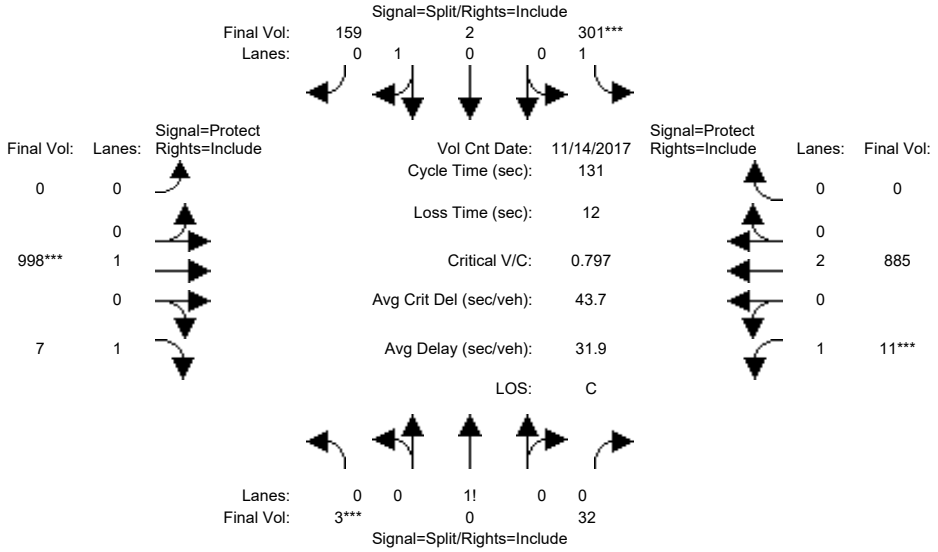
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #23: SR 85 SB Ramps & Homestead Rd



Street Name:	SR 85 SB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	3	0	32	301	2	159	0	998	7	11	885	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:	3	0	32	301	2	159	0	998	7	11	885	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:	3	0	32	301	2	159	0	998	7	11	885	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:	3	0	32	301	2	159	0	998	7	11	885	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	32	301	2	159	0	998	7	11	885	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:	3	0	32	301	2	159	0	998	7	11	885	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.00	0.91	1.00	0.01	0.99	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	150	0	1600	1750	22	1778	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.17	0.09	0.09	0.00	0.53	0.00	0.01	0.23	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	25.2	25.2	25.2	0.0	76.8	76.8	7.0	83.8	0.0
Volume/Cap:	0.26	0.00	0.26	0.90	0.47	0.47	0.00	0.90	0.01	0.12	0.36	0.00
Uniform Del:	57.0	0.0	57.0	51.6	47.0	47.0	0.0	23.6	11.2	59.1	11.1	0.0
IncremntDel:	1.0	0.0	1.0	25.0	1.0	1.0	0.0	9.6	0.0	0.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	58.1	0.0	58.1	76.6	47.9	47.9	0.0	33.2	11.2	59.6	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.0	58.1	76.6	47.9	47.9	0.0	33.2	11.2	59.6	11.2	0.0
LOS by Move:	E+	A	E+	E-	D	D	A	C-	B+	E+	B+	A
HCM2kAvgQ:	2	0	2	16	6	6	0	38	0	0	8	0

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

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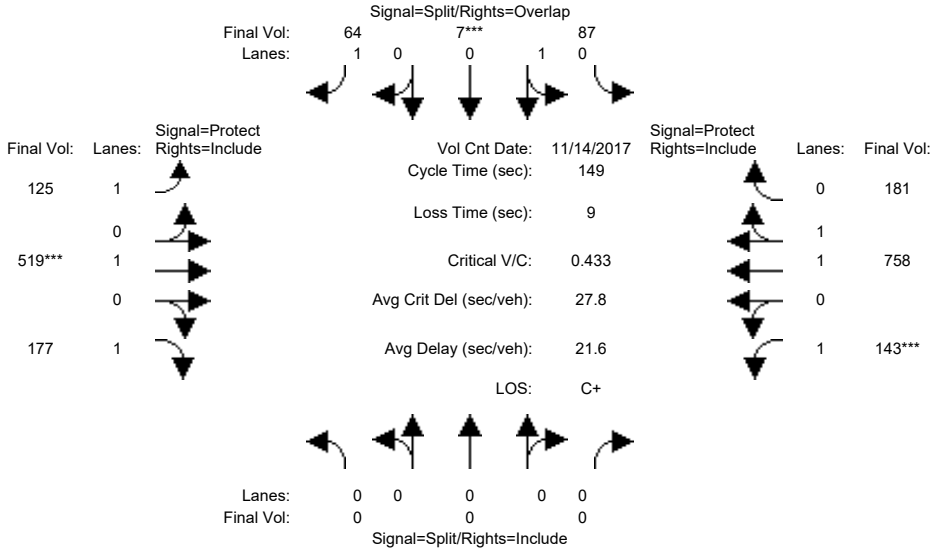
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #24: SR 85 NB Ramps & Homestead Rd



Street Name:	SR 85 NB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	0	0	0	87	7	64	125	519	177	143	758	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	7	64	125	519	177	143	758	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	87	7	64	125	519	177	143	758	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	87	7	64	125	519	177	143	758	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	7	64	125	519	177	143	758	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	87	7	64	125	519	177	143	758	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	1.00	1.00	1.00	1.00	1.60	0.40
Final Sat.:	0	0	0	1666	134	1750	1750	1900	1750	1750	2986	713
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.04	0.07	0.27	0.10	0.08	0.25	0.25
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	18.0	18.0	44.8	26.8	93.9	93.9	28.1	95.2	95.2
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.12	0.40	0.43	0.16	0.43	0.40	0.40
Uniform Del:	0.0	0.0	0.0	60.8	60.8	37.8	54.0	14.0	11.3	53.4	13.0	13.0
IncremntDel:	0.0	0.0	0.0	1.4	1.4	0.1	0.8	0.3	0.1	0.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	62.2	62.2	38.0	54.8	14.2	11.4	54.3	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.2	62.2	38.0	54.8	14.2	11.4	54.3	13.1	13.1
LOS by Move:	A	A	A	E	E	D+	D-	B	B+	D-	B	B
HCM2kAvgQ:	0	0	0	5	5	2	5	12	3	6	10	10

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

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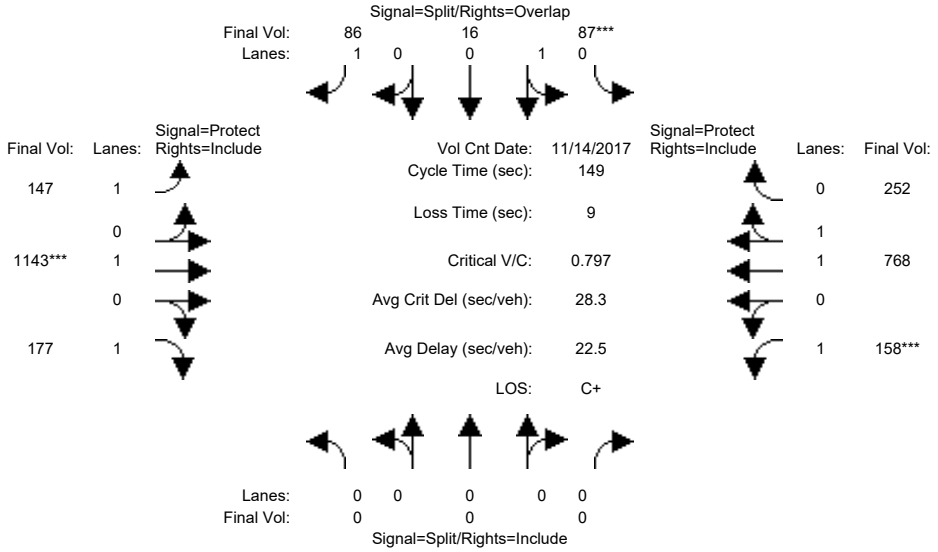
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #24: SR 85 NB Ramps & Homestead Rd



Street Name:	SR 85 NB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	0	0	0	87	16	86	147	1143	177	158	768	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	16	86	147	1143	177	158	768	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	87	16	86	147	1143	177	158	768	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	87	16	86	147	1143	177	158	768	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	16	86	147	1143	177	158	768	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	87	16	86	147	1143	177	158	768	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.84	0.16	1.00	1.00	1.00	1.00	1.00	1.49	0.51
Final Sat.:	0	0	0	1520	280	1750	1750	1900	1750	1750	2785	914
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.05	0.08	0.60	0.10	0.09	0.28	0.28
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.7	10.7	40.9	30.2	112	112.4	16.9	99.1	99.1
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.18	0.41	0.80	0.13	0.80	0.41	0.41
Uniform Del:	0.0	0.0	0.0	68.1	68.1	41.2	51.7	11.3	5.0	64.4	11.5	11.5
IncremntDel:	0.0	0.0	0.0	28.3	28.3	0.2	0.8	3.2	0.0	19.8	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	96.4	96.4	41.4	52.5	14.5	5.0	84.2	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	96.4	96.4	41.4	52.5	14.5	5.0	84.2	11.6	11.6
LOS by Move:	A	A	A	F	F	D	D-	B	A	F	B+	B+
HCM2kAvgQ:	0	0	0	7	7	3	6	31	2	8	11	11

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

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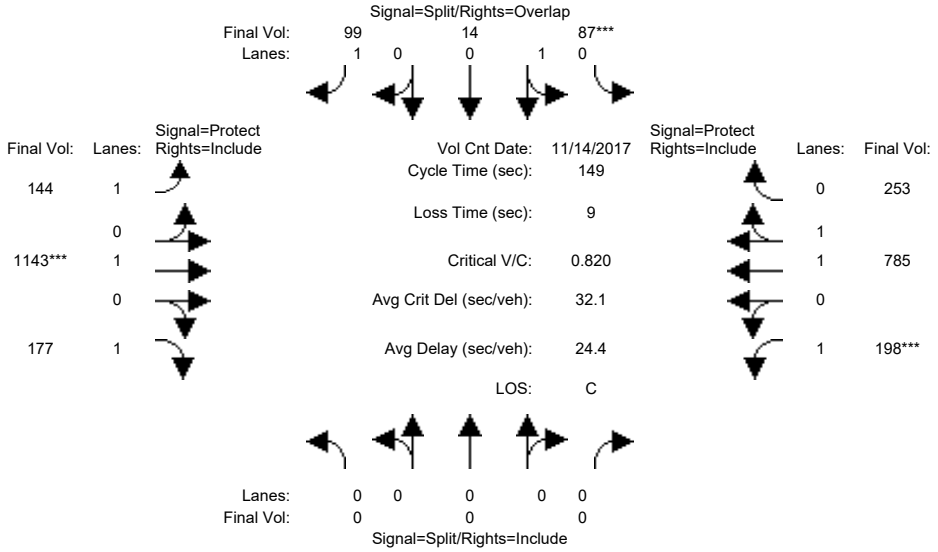
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #24: SR 85 NB Ramps & Homestead Rd



Street Name:	SR 85 NB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	0	0	0	87	14	99	144	1143	177	198	785	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	14	99	144	1143	177	198	785	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	87	14	99	144	1143	177	198	785	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	87	14	99	144	1143	177	198	785	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	14	99	144	1143	177	198	785	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	87	14	99	144	1143	177	198	785	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	0	0	0	1550	250	1750	1750	1900	1750	1750	2797	902
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.08	0.60	0.10	0.11	0.28	0.28
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.2	10.2	39.6	29.4	109	109.3	20.5	100	100.4
Volume/Cap:	0.00	0.00	0.00	0.82	0.82	0.21	0.42	0.82	0.14	0.82	0.42	0.42
Uniform Del:	0.0	0.0	0.0	68.5	68.5	42.6	52.3	13.3	5.9	62.4	11.0	11.0
IncremntDel:	0.0	0.0	0.0	33.6	33.6	0.2	0.8	4.0	0.0	19.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	102.1	102	42.8	53.1	17.3	5.9	82.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	102.1	102	42.8	53.1	17.3	5.9	82.0	11.1	11.1
LOS by Move:	A	A	A	F	F	D	D-	B	A	F	B+	B+
HCM2kAvgQ:	0	0	0	7	7	4	6	33	2	10	11	11

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

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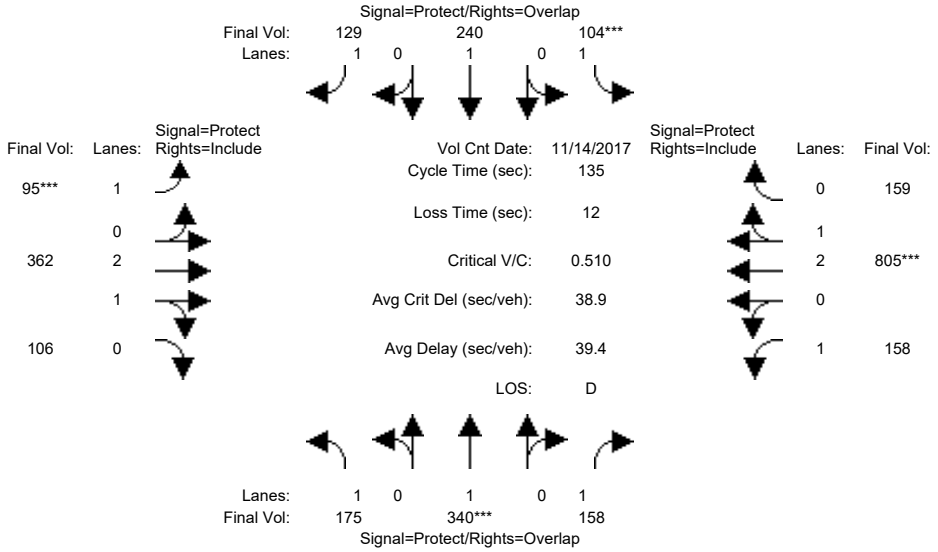
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #25: Hollenbeck Ave & Fremont Ave



Street Name:	Hollenbeck Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	175	340	158	104	240	129	95	362	106	158	805	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:	175	340	158	104	240	129	95	362	106	158	805	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:	175	340	158	104	240	129	95	362	106	158	805	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:	175	340	158	104	240	129	95	362	106	158	805	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	340	158	104	240	129	95	362	106	158	805	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:	175	340	158	104	240	129	95	362	106	158	805	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.30	0.70	1.00	2.49	0.51
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4330	1268	1750	4675	923
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.09	0.06	0.13	0.07	0.05	0.08	0.08	0.09	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	27.9	47.3	78.5	15.7	35.2	49.6	14.4	28.8	28.8	31.1	45.6	45.6
Volume/Cap:	0.48	0.51	0.16	0.51	0.48	0.20	0.51	0.39	0.39	0.39	0.51	0.51
Uniform Del:	47.2	34.7	13.0	56.0	42.2	29.2	57.0	45.6	45.6	43.9	35.8	35.8
IncremntDel:	1.0	0.7	0.1	2.2	0.7	0.2	2.4	0.2	0.2	0.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.3	35.3	13.1	58.2	43.0	29.3	59.3	45.8	45.8	44.6	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	35.3	13.1	58.2	43.0	29.3	59.3	45.8	45.8	44.6	36.0	36.0
LOS by Move:	D	D+	B	E+	D	C	E+	D	D	D	D+	D+
HCM2kAvgQ:	7	11	3	5	9	4	4	5	5	6	10	10

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

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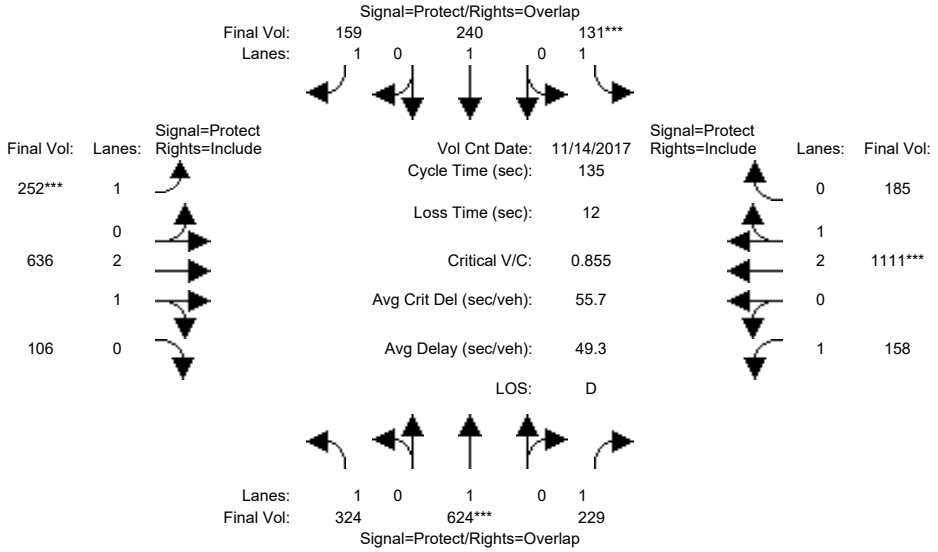
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #25: Hollenbeck Ave & Fremont Ave



Street Name:	Hollenbeck Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	324	624	229	131	240	159	252	636	106	158	1111	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	624	229	131	240	159	252	636	106	158	1111	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	324	624	229	131	240	159	252	636	106	158	1111	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	624	229	131	240	159	252	636	106	158	1111	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	624	229	131	240	159	252	636	106	158	1111	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	624	229	131	240	159	252	636	106	158	1111	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.56	0.44
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4799	800	1750	4800	799
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.13	0.07	0.13	0.09	0.14	0.13	0.13	0.09	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	37.9	51.9	75.9	11.8	25.8	48.6	22.7	35.3	35.3	24.0	36.6	36.6
Volume/Cap:	0.66	0.85	0.23	0.85	0.66	0.25	0.85	0.51	0.51	0.51	0.85	0.85
Uniform Del:	42.9	38.1	14.9	60.7	50.5	30.4	54.5	42.5	42.5	50.1	46.7	46.7
IncremntDel:	3.3	9.7	0.1	34.7	4.4	0.2	20.9	0.3	0.3	1.4	5.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.2	47.8	15.0	95.4	55.0	30.6	75.4	42.8	42.8	51.5	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	47.8	15.0	95.4	55.0	30.6	75.4	42.8	42.8	51.5	51.7	51.7
LOS by Move:	D	D	B	F	D-	C	E-	D	D	D-	D-	D-
HCM2kAvgQ:	13	26	5	8	10	5	12	9	9	6	17	17

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

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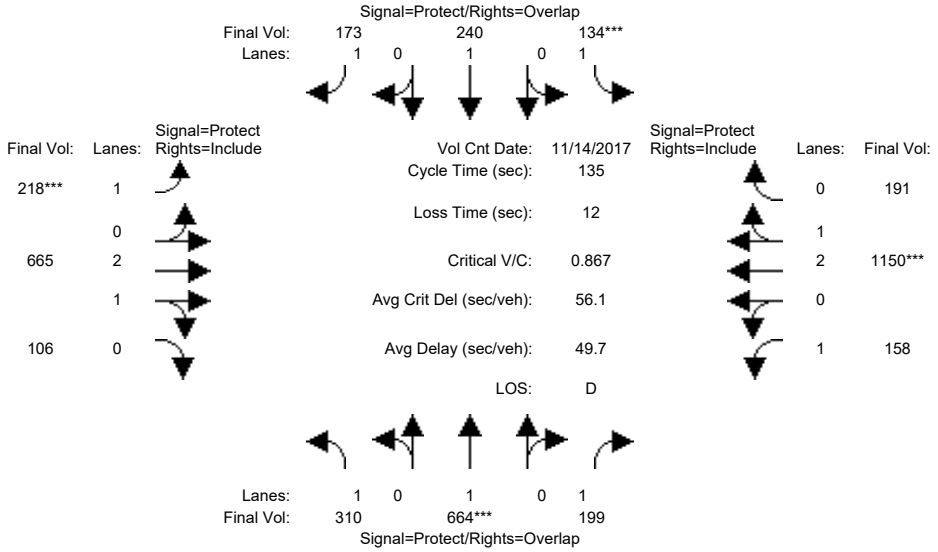
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #25: Hollenbeck Ave & Fremont Ave



Street Name:	Hollenbeck Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	310	664	199	134	240	173	218	665	106	158	1150	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	664	199	134	240	173	218	665	106	158	1150	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	664	199	134	240	173	218	665	106	158	1150	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	664	199	134	240	173	218	665	106	158	1150	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	664	199	134	240	173	218	665	106	158	1150	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	664	199	134	240	173	218	665	106	158	1150	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.57	0.43	1.00	2.56	0.44
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4829	770	1750	4801	797
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.11	0.08	0.13	0.10	0.12	0.14	0.14	0.09	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	38.7	54.4	76.8	11.9	27.6	47.0	19.4	34.2	34.2	22.4	37.3	37.3
Volume/Cap:	0.62	0.87	0.20	0.87	0.62	0.28	0.87	0.54	0.54	0.54	0.87	0.87
Uniform Del:	41.7	37.0	14.1	60.8	48.9	31.8	56.5	43.6	43.6	51.6	46.5	46.5
IncremntDel:	2.3	10.3	0.1	37.0	3.0	0.3	25.7	0.4	0.4	2.1	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	47.3	14.2	97.8	51.9	32.1	82.3	44.0	44.0	53.7	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	47.3	14.2	97.8	51.9	32.1	82.3	44.0	44.0	53.7	52.0	52.0
LOS by Move:	D	D	B	F	D-	C-	F	D	D	D-	D-	D-
HCM2kAvgQ:	12	28	4	8	10	5	10	9	9	6	17	17

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

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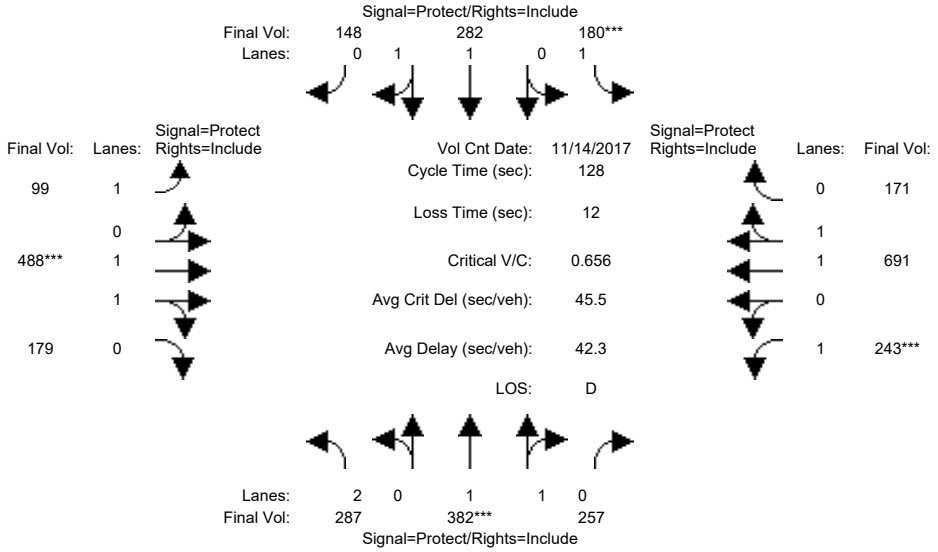
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #26: Hollenbeck Ave & Homestead Rd



Street Name:	Hollenbeck Ave						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	287	382	257	180	282	148	99	488	179	243	691	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:	287	382	257	180	282	148	99	488	179	243	691	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:	287	382	257	180	282	148	99	488	179	243	691	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:	287	382	257	180	282	148	99	488	179	243	691	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	382	257	180	282	148	99	488	179	243	691	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:	287	382	257	180	282	148	99	488	179	243	691	171
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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	1.17	0.83	1.00	1.29	0.71	1.00	1.45	0.55	1.00	1.59	0.41
Final Sat.:	3150	2211	1487	1750	2426	1273	1750	2706	993	1750	2965	734
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.10	0.12	0.12	0.06	0.18	0.18	0.14	0.23	0.23
Crit Moves:		****		****				****		****		
Green Time:	23.6	33.7	33.7	20.1	30.1	30.1	12.2	35.2	35.2	27.1	50.1	50.1
Volume/Cap:	0.49	0.66	0.66	0.66	0.49	0.49	0.60	0.66	0.66	0.66	0.60	0.60
Uniform Del:	46.8	42.0	42.0	50.7	42.3	42.3	55.6	41.1	41.1	46.2	30.9	30.9
IncremntDel:	0.7	1.6	1.6	5.7	0.4	0.4	5.8	1.6	1.6	4.2	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.5	43.6	43.6	56.4	42.8	42.8	61.3	42.6	42.6	50.4	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	43.6	43.6	56.4	42.8	42.8	61.3	42.6	42.6	50.4	31.6	31.6
LOS by Move:	D	D	D	E+	D	D	E	D	D	D	C	C
HCM2kAvgQ:	6	12	12	8	8	8	4	12	12	9	13	13

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

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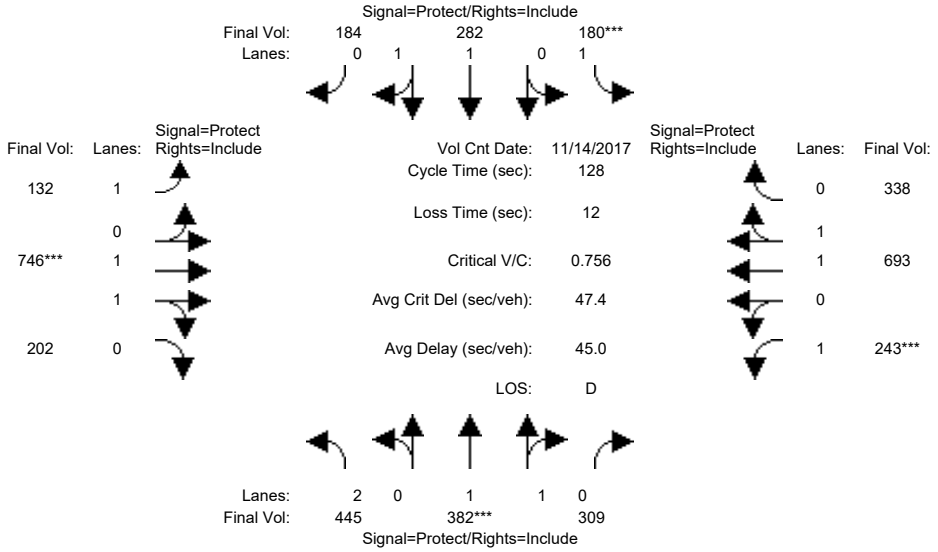
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #26: Hollenbeck Ave & Homestead Rd



Street Name:	Hollenbeck Ave						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	445	382	309	180	282	184	132	746	202	243	693	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	382	309	180	282	184	132	746	202	243	693	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	382	309	180	282	184	132	746	202	243	693	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	382	309	180	282	184	132	746	202	243	693	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	382	309	180	282	184	132	746	202	243	693	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	382	309	180	282	184	132	746	202	243	693	338
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	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.08	0.92	1.00	1.19	0.81	1.00	1.56	0.44	1.00	1.33	0.67
Final Sat.:	3150	2044	1654	1750	2238	1460	1750	2911	788	1750	2486	1213
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.10	0.13	0.13	0.08	0.26	0.26	0.14	0.28	0.28
Crit Moves:		****		****				****		****		
Green Time:	25.9	31.7	31.7	17.4	23.1	23.1	14.3	43.4	43.4	23.5	52.7	52.7
Volume/Cap:	0.70	0.76	0.76	0.76	0.70	0.70	0.68	0.76	0.76	0.76	0.68	0.68
Uniform Del:	47.4	44.6	44.6	53.2	49.1	49.1	54.7	37.6	37.6	49.5	30.7	30.7
IncremntDel:	3.4	3.6	3.6	12.9	3.2	3.2	9.2	2.7	2.7	9.8	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.8	48.2	48.2	66.2	52.4	52.4	63.9	40.3	40.3	59.3	32.0	32.0
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:	50.8	48.2	48.2	66.2	52.4	52.4	63.9	40.3	40.3	59.3	32.0	32.0
LOS by Move:	D	D	D	E	D-	D-	E	D	D	E+	C	C
HCM2kAvgQ:	11	14	14	9	10	10	5	17	17	9	16	16

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

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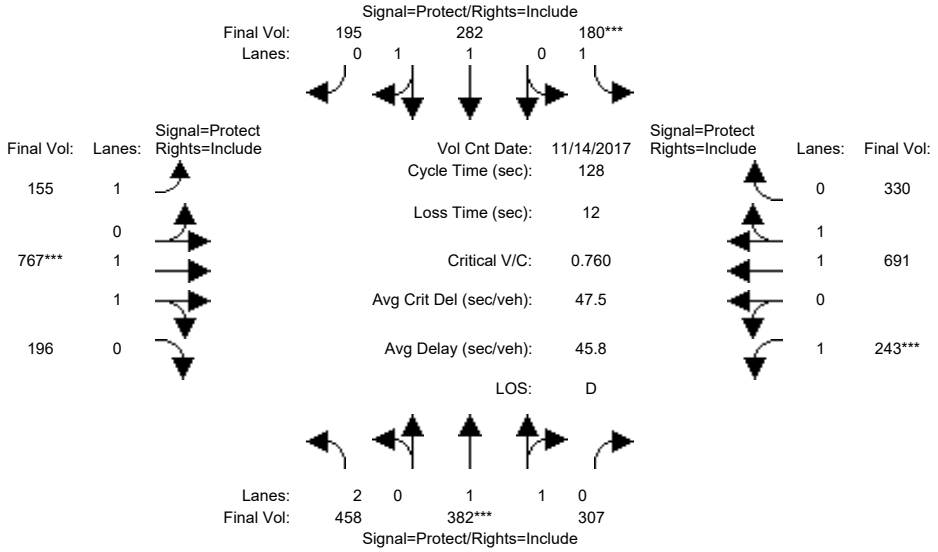
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #26: Hollenbeck Ave & Homestead Rd



Street Name:	Hollenbeck Ave						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	458	382	307	180	282	195	155	767	196	243	691	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	382	307	180	282	195	155	767	196	243	691	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	382	307	180	282	195	155	767	196	243	691	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	382	307	180	282	195	155	767	196	243	691	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	382	307	180	282	195	155	767	196	243	691	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	382	307	180	282	195	155	767	196	243	691	330
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	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.08	0.92	1.00	1.16	0.84	1.00	1.58	0.42	1.00	1.34	0.66
Final Sat.:	3150	2050	1648	1750	2186	1512	1750	2946	753	1750	2503	1195
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.10	0.13	0.13	0.09	0.26	0.26	0.14	0.28	0.28
Crit Moves:		****		****				****		****		
Green Time:	25.8	31.4	31.4	17.3	22.9	22.9	16.3	43.9	43.9	23.4	50.9	50.9
Volume/Cap:	0.72	0.76	0.76	0.76	0.72	0.72	0.69	0.76	0.76	0.76	0.69	0.69
Uniform Del:	47.7	44.8	44.8	53.3	49.5	49.5	53.4	37.4	37.4	49.6	32.1	32.1
IncremntDel:	4.0	3.8	3.8	13.3	3.9	3.9	9.1	2.7	2.7	10.1	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.7	48.6	48.6	66.6	53.4	53.4	62.5	40.1	40.1	59.8	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	48.6	48.6	66.6	53.4	53.4	62.5	40.1	40.1	59.8	33.5	33.5
LOS by Move:	D-	D	D	E	D-	D-	E	D	D	E+	C-	C-
HCM2kAvgQ:	11	14	14	9	10	10	6	17	17	9	16	16

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

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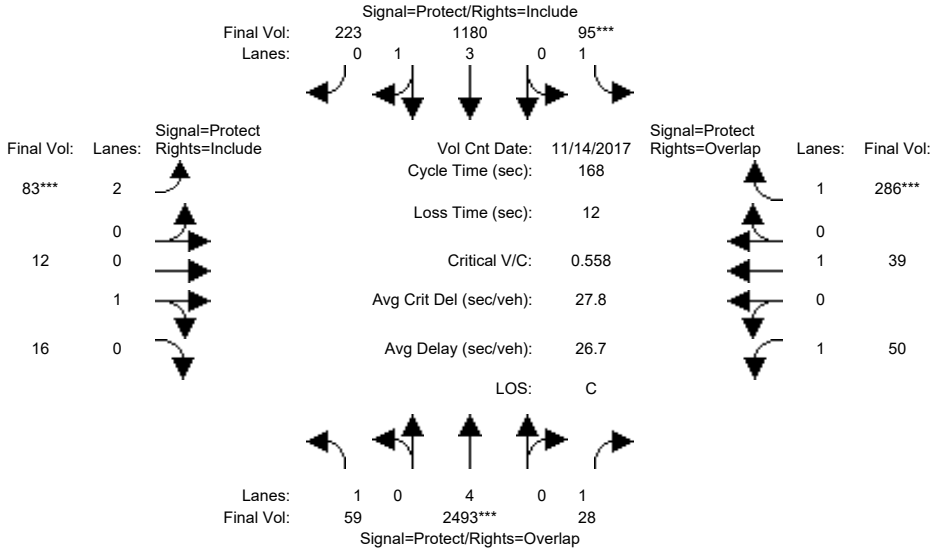
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #27: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor 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: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	59	2493	28	95	1180	223	83	12	16	50	39	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:	59	2493	28	95	1180	223	83	12	16	50	39	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:	59	2493	28	95	1180	223	83	12	16	50	39	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:	59	2493	28	95	1180	223	83	12	16	50	39	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	2493	28	95	1180	223	83	12	16	50	39	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:	59	2493	28	95	1180	223	83	12	16	50	39	286
Saturation 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	3.34	0.66	2.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6306	1192	3150	771	1029	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.02	0.05	0.19	0.19	0.03	0.02	0.02	0.03	0.02	0.16
Crit Moves:		****		****			****					****
Green Time:	21.0	98.8	115.6	16.4	94.2	94.2	7.9	24.0	24.0	16.8	32.9	49.2
Volume/Cap:	0.27	0.56	0.02	0.56	0.33	0.33	0.56	0.11	0.11	0.29	0.10	0.56
Uniform Del:	66.6	21.2	8.3	72.4	19.9	19.9	78.3	62.7	62.7	70.0	55.5	50.2
IncremntDel:	0.7	0.2	0.0	4.1	0.0	0.0	4.7	0.2	0.2	0.9	0.1	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	21.4	8.3	76.4	20.0	20.0	83.0	62.9	62.9	70.9	55.6	51.6
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:	67.2	21.4	8.3	76.4	20.0	20.0	83.0	62.9	62.9	70.9	55.6	51.6
LOS by Move:	E	C+	A	E-	B-	B-	F	E	E	E	E+	D-
HCM2kAvgQ:	3	19	0	6	9	9	3	1	1	3	2	13

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

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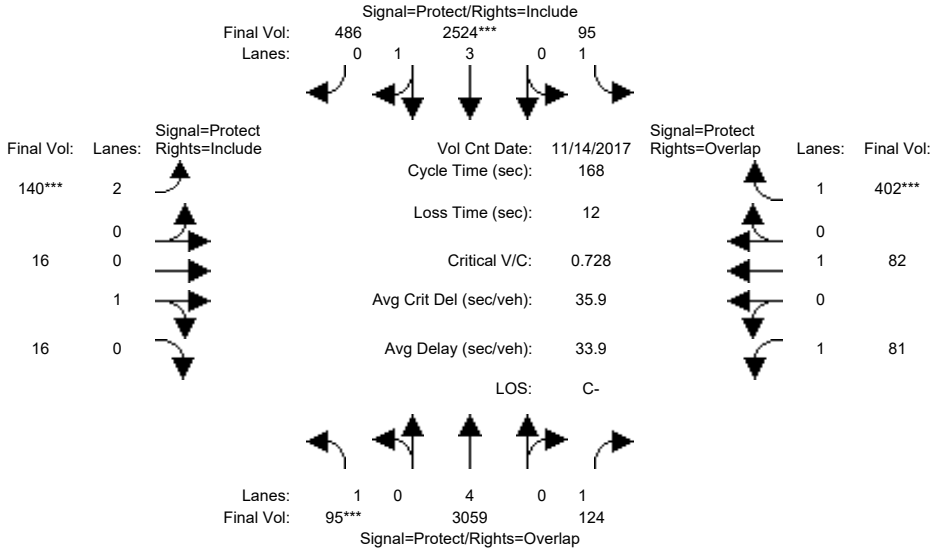
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #27: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor 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: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	95	3059	124	95	2524	486	140	16	16	81	82	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	3059	124	95	2524	486	140	16	16	81	82	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	3059	124	95	2524	486	140	16	16	81	82	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	3059	124	95	2524	486	140	16	16	81	82	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	3059	124	95	2524	486	140	16	16	81	82	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	3059	124	95	2524	486	140	16	16	81	82	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.33	0.67	2.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6287	1211	3150	900	900	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.07	0.05	0.40	0.40	0.04	0.02	0.02	0.05	0.04	0.23
Crit Moves:	****				****		****					****
Green Time:	12.5	92.7	114.9	12.5	92.7	92.7	10.3	28.6	28.6	22.2	40.5	53.0
Volume/Cap:	0.73	0.73	0.10	0.73	0.73	0.73	0.73	0.10	0.10	0.35	0.18	0.73
Uniform Del:	76.1	28.2	9.0	76.1	28.2	28.2	77.5	58.9	58.9	66.3	50.6	51.1
IncremntDel:	18.5	0.7	0.0	18.7	0.7	0.7	13.1	0.2	0.2	0.9	0.2	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.6	28.9	9.1	94.8	28.9	28.9	90.6	59.1	59.1	67.2	50.7	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	28.9	9.1	94.8	28.9	28.9	90.6	59.1	59.1	67.2	50.7	55.9
LOS by Move:	F	C	A	F	C	C	F	E+	E+	E	D	E+
HCM2kAvgQ:	5	29	2	7	29	29	6	1	1	4	3	20

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

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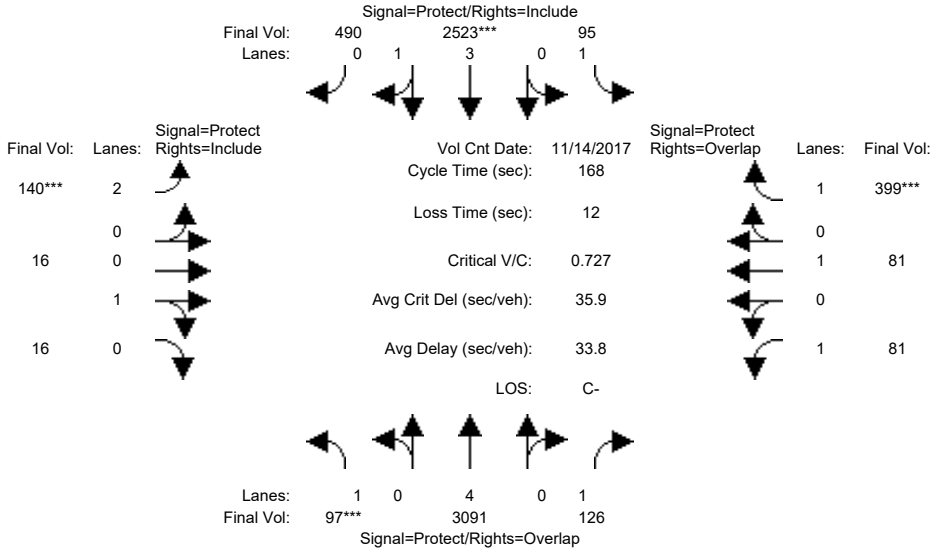
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #27: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor 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: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	97	3091	126	95	2523	490	140	16	16	81	81	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3091	126	95	2523	490	140	16	16	81	81	399
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3091	126	95	2523	490	140	16	16	81	81	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	3091	126	95	2523	490	140	16	16	81	81	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	3091	126	95	2523	490	140	16	16	81	81	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	3091	126	95	2523	490	140	16	16	81	81	399
Saturation 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	3.32	0.68	2.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6278	1219	3150	900	900	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.07	0.05	0.40	0.40	0.04	0.02	0.02	0.05	0.04	0.23
Crit Moves:	****				****		****					****
Green Time:	12.8	93.2	115.2	12.4	92.8	92.8	10.3	28.3	28.3	22.0	40.1	52.6
Volume/Cap:	0.73	0.73	0.10	0.73	0.73	0.73	0.73	0.11	0.11	0.35	0.18	0.73
Uniform Del:	75.9	28.1	8.9	76.2	28.1	28.1	77.5	59.1	59.1	66.5	50.8	51.4
IncremntDel:	18.1	0.7	0.0	19.3	0.7	0.7	13.0	0.2	0.2	0.9	0.2	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.0	28.8	9.0	95.5	28.8	28.8	90.5	59.3	59.3	67.4	51.0	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	28.8	9.0	95.5	28.8	28.8	90.5	59.3	59.3	67.4	51.0	56.3
LOS by Move:	F	C	A	F	C	C	F	E+	E+	E	D-	E+
HCM2kAvgQ:	5	29	2	7	29	29	6	1	1	4	3	20

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

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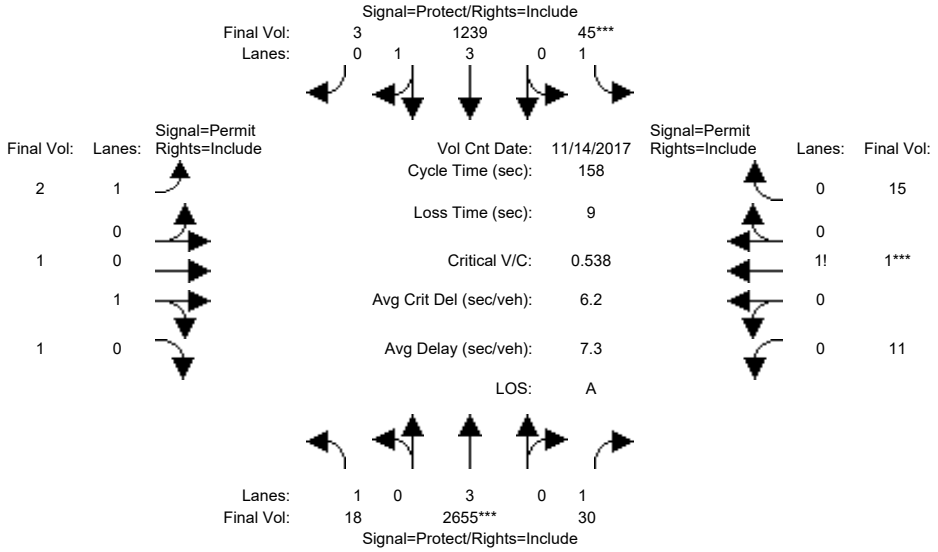
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #28: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	18	2655	30	45	1239	3	2	1	1	11	1	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:	18	2655	30	45	1239	3	2	1	1	11	1	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:	18	2655	30	45	1239	3	2	1	1	11	1	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:	18	2655	30	45	1239	3	2	1	1	11	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	2655	30	45	1239	3	2	1	1	11	1	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	2655	30	45	1239	3	2	1	1	11	1	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.99	0.01	1.00	0.50	0.50	0.41	0.04	0.55
Final Sat.:	1750	5700	1750	1750	7482	18	1750	900	900	713	65	972
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.02	0.03	0.17	0.17	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green Time:	29.3	132	131.7	7.3	110	109.7	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.56	0.02	0.56	0.24	0.24	0.02	0.02	0.02	0.24	0.24	0.24
Uniform Del:	52.9	4.1	2.2	73.8	8.9	8.9	69.4	69.4	69.4	70.4	70.4	70.4
IncremntDel:	0.1	0.2	0.0	8.5	0.0	0.0	0.1	0.1	0.1	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.0	4.2	2.2	82.3	8.9	8.9	69.5	69.5	69.5	71.6	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	4.2	2.2	82.3	8.9	8.9	69.5	69.5	69.5	71.6	71.6	71.6
LOS by Move:	D-	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	13	0	2	5	5	0	0	0	2	2	2

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

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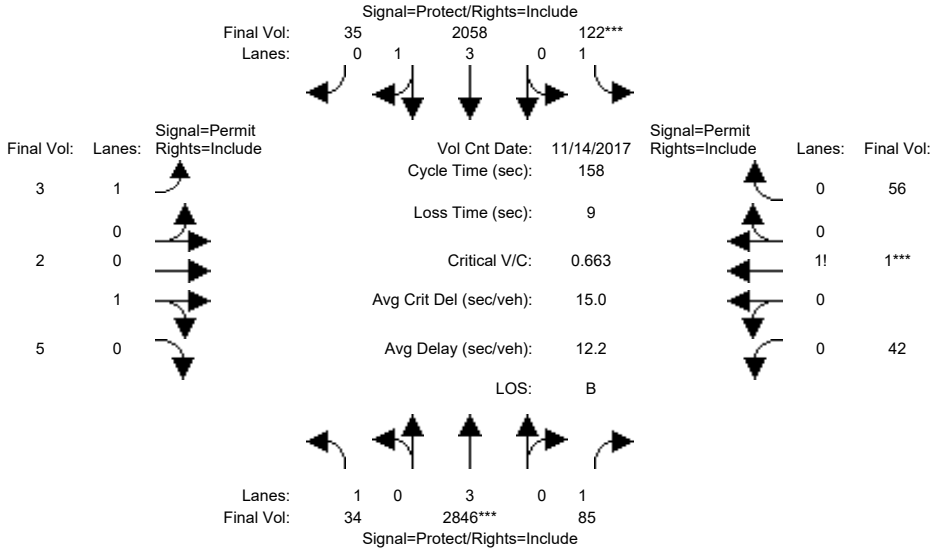
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #28: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	34	2846	85	122	2058	35	3	2	5	42	1	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	2846	85	122	2058	35	3	2	5	42	1	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2846	85	122	2058	35	3	2	5	42	1	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2846	85	122	2058	35	3	2	5	42	1	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2846	85	122	2058	35	3	2	5	42	1	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2846	85	122	2058	35	3	2	5	42	1	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.93	0.07	1.00	0.29	0.71	0.42	0.01	0.57
Final Sat.:	1750	5700	1750	1750	7374	125	1750	514	1286	742	18	990
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.05	0.07	0.28	0.28	0.00	0.00	0.00	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green Time:	18.6	119	118.9	16.6	117	117.0	13.5	13.5	13.5	13.5	13.5	13.5
Volume/Cap:	0.17	0.66	0.06	0.66	0.38	0.38	0.02	0.05	0.05	0.66	0.66	0.66
Uniform Del:	62.7	9.7	5.1	68.0	7.4	7.4	66.2	66.4	66.4	70.1	70.1	70.1
IncremntDel:	0.4	0.4	0.0	8.8	0.0	0.0	0.1	0.1	0.1	10.7	10.7	10.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	10.0	5.1	76.8	7.4	7.4	66.3	66.5	66.5	80.8	80.8	80.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	10.0	5.1	76.8	7.4	7.4	66.3	66.5	66.5	80.8	80.8	80.8
LOS by Move:	E	B+	A	E-	A	A	E	E	E	F	F	F
HCM2kAvgQ:	1	21	1	6	9	9	0	0	0	6	6	6

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

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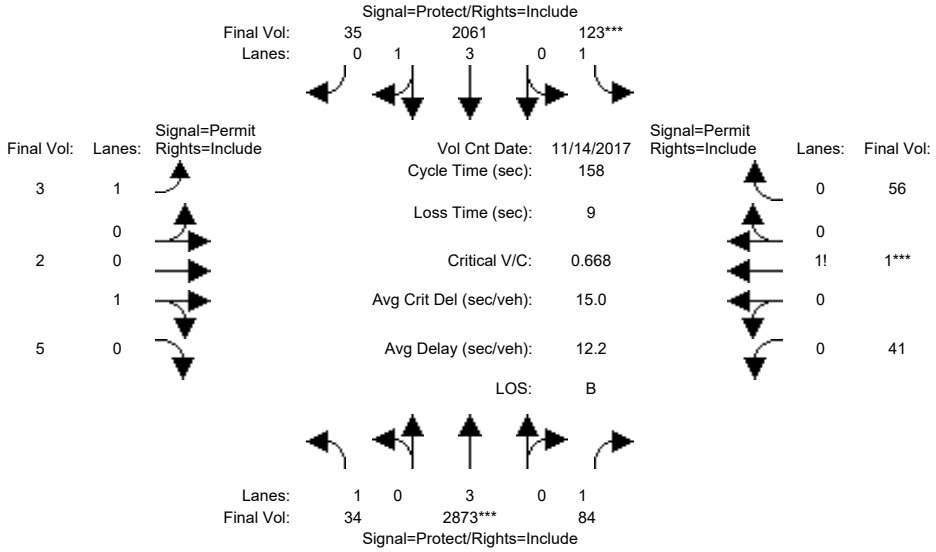
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #28: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	34	2873	84	123	2061	35	3	2	5	41	1	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	2873	84	123	2061	35	3	2	5	41	1	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2873	84	123	2061	35	3	2	5	41	1	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2873	84	123	2061	35	3	2	5	41	1	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2873	84	123	2061	35	3	2	5	41	1	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2873	84	123	2061	35	3	2	5	41	1	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.93	0.07	1.00	0.29	0.71	0.42	0.01	0.57
Final Sat.:	1750	5700	1750	1750	7375	125	1750	514	1286	732	18	1000
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.05	0.07	0.28	0.28	0.00	0.00	0.00	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green Time:	18.6	119	119.1	16.6	117	117.2	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.17	0.67	0.06	0.67	0.38	0.38	0.02	0.05	0.05	0.67	0.67	0.67
Uniform Del:	62.7	9.6	5.0	68.0	7.3	7.3	66.4	66.6	66.6	70.3	70.3	70.3
IncremntDel:	0.4	0.4	0.0	9.1	0.0	0.0	0.1	0.1	0.1	11.3	11.3	11.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	10.0	5.0	77.1	7.4	7.4	66.5	66.7	66.7	81.5	81.5	81.5
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:	63.1	10.0	5.0	77.1	7.4	7.4	66.5	66.7	66.7	81.5	81.5	81.5
LOS by Move:	E	B+	A	E-	A	A	E	E	E	F	F	F
HCM2kAvgQ:	1	21	1	6	9	9	0	0	0	6	6	6

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

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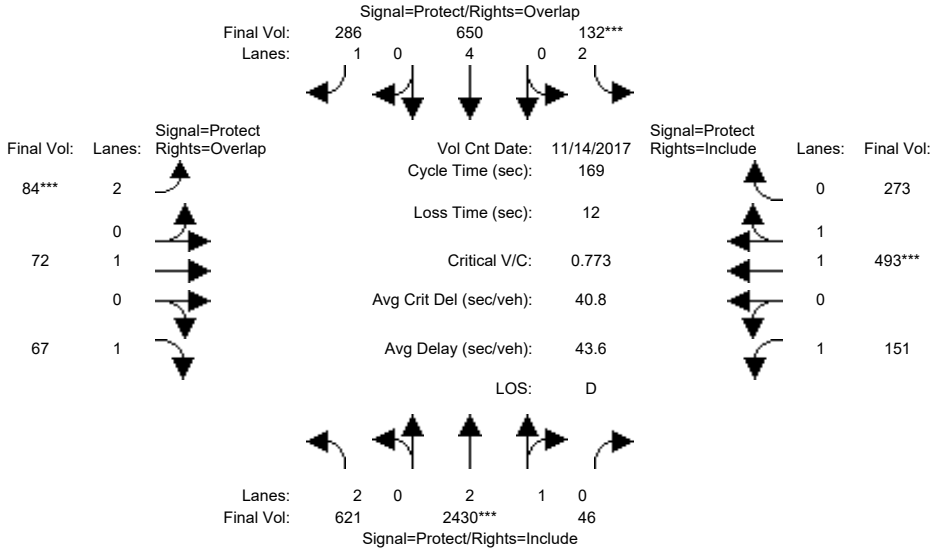
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #29: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	621	2430	46	132	650	286	84	72	67	151	493	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	2430	46	132	650	286	84	72	67	151	493	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	621	2430	46	132	650	286	84	72	67	151	493	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	621	2430	46	132	650	286	84	72	67	151	493	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	2430	46	132	650	286	84	72	67	151	493	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	621	2430	46	132	650	286	84	72	67	151	493	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.27	0.73
Final Sat.:	3150	5496	104	3150	7600	1750	3150	1900	1750	1750	2380	1318
Capacity Analysis Module:												
Vol/Sat:	0.20	0.44	0.44	0.04	0.09	0.16	0.03	0.04	0.04	0.09	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	62.0	96.0	96.0	9.1	43.0	50.0	7.0	21.1	83.2	30.8	44.9	44.9
Volume/Cap:	0.54	0.78	0.78	0.78	0.34	0.55	0.64	0.30	0.08	0.47	0.78	0.78
Uniform Del:	42.2	28.3	28.3	79.0	51.3	50.1	79.8	67.2	22.7	61.8	57.4	57.4
IncremntDel:	0.5	1.3	1.3	20.2	0.1	1.3	10.5	0.7	0.0	1.1	4.0	4.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.7	29.6	29.6	99.2	51.4	51.3	90.3	68.0	22.7	62.9	61.4	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	29.6	29.6	99.2	51.4	51.3	90.3	68.0	22.7	62.9	61.4	61.4
LOS by Move:	D	C	C	F	D-	D-	F	E	C+	E	E	E
HCM2kAvgQ:	14	32	32	4	7	13	4	3	2	8	20	20

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

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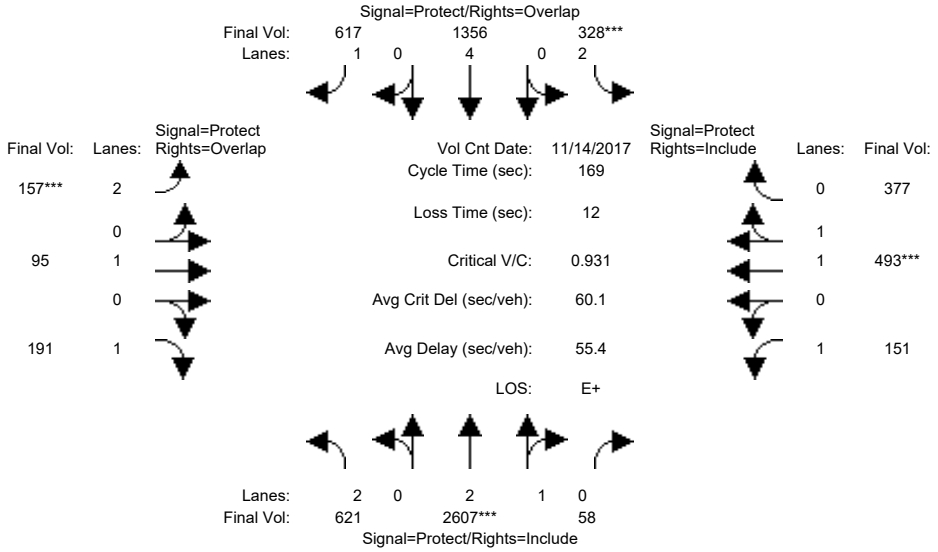
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #29: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	621	2607	58	328	1356	617	157	95	191	151	493	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	2607	58	328	1356	617	157	95	191	151	493	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	621	2607	58	328	1356	617	157	95	191	151	493	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	621	2607	58	328	1356	617	157	95	191	151	493	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	2607	58	328	1356	617	157	95	191	151	493	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	621	2607	58	328	1356	617	157	95	191	151	493	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.93	0.07	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.11	0.89
Final Sat.:	3150	5478	122	3150	7600	1750	3150	1900	1750	1750	2095	1602
Capacity Analysis Module:												
Vol/Sat:	0.20	0.48	0.48	0.10	0.18	0.35	0.05	0.05	0.11	0.09	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	41.5	86.4	86.4	18.9	63.7	72.8	9.0	21.0	62.6	30.7	42.7	42.7
Volume/Cap:	0.80	0.93	0.93	0.93	0.47	0.82	0.93	0.40	0.29	0.48	0.93	0.93
Uniform Del:	59.9	38.5	38.5	74.4	39.9	42.3	79.7	68.2	37.6	61.9	61.7	61.7
IncremntDel:	6.1	6.3	6.3	30.9	0.1	7.0	49.5	1.1	0.3	1.1	15.5	15.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.9	44.9	44.9	105.3	40.0	49.3	129.2	69.3	37.9	63.1	77.2	77.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	44.9	44.9	105.3	40.0	49.3	129.2	69.3	37.9	63.1	77.2	77.2
LOS by Move:	E	D	D	F	D	D	F	E	D+	E	E-	E-
HCM2kAvgQ:	17	41	41	11	13	31	7	5	7	8	26	26

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

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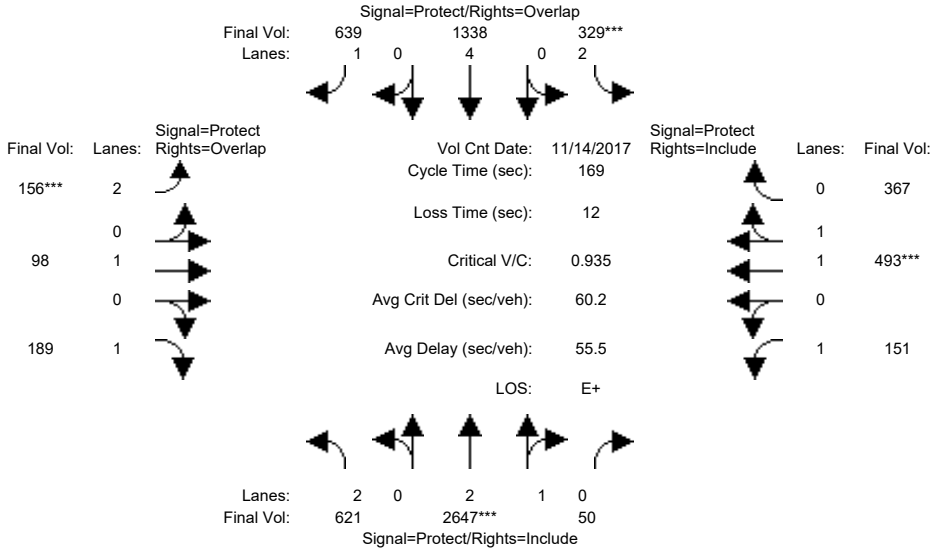
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #29: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	621	2647	50	329	1338	639	156	98	189	151	493	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	2647	50	329	1338	639	156	98	189	151	493	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	621	2647	50	329	1338	639	156	98	189	151	493	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	621	2647	50	329	1338	639	156	98	189	151	493	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	2647	50	329	1338	639	156	98	189	151	493	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	621	2647	50	329	1338	639	156	98	189	151	493	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.12	0.88
Final Sat.:	3150	5496	104	3150	7600	1750	3150	1900	1750	1750	2120	1578
Capacity Analysis Module:												
Vol/Sat:	0.20	0.48	0.48	0.10	0.18	0.37	0.05	0.05	0.11	0.09	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	40.7	87.1	87.1	18.9	65.2	74.2	9.0	20.8	61.5	30.3	42.1	42.1
Volume/Cap:	0.82	0.93	0.93	0.93	0.46	0.83	0.93	0.42	0.30	0.48	0.93	0.93
Uniform Del:	60.6	38.3	38.3	74.4	38.7	41.9	79.7	68.6	38.3	62.3	62.1	62.1
IncremntDel:	6.9	6.5	6.5	31.5	0.1	7.7	50.7	1.2	0.3	1.2	16.1	16.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.6	44.8	44.8	106.0	38.8	49.6	130.4	69.8	38.6	63.5	78.3	78.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	44.8	44.8	106.0	38.8	49.6	130.4	69.8	38.6	63.5	78.3	78.3
LOS by Move:	E	D	D	F	D+	D	F	E	D+	E	E-	E-
HCM2kAvgQ:	17	41	41	12	12	32	7	5	7	8	26	26

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

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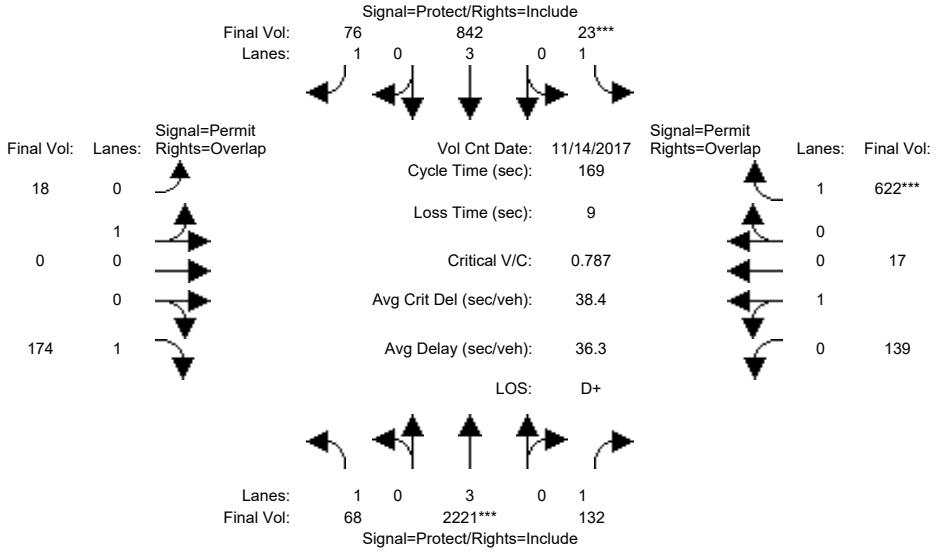
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #30: 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	68	2221	132	23	842	76	18	0	174	139	17	622
Growth Adj:	1.00	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	2221	132	23	842	76	18	0	174	139	17	622
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	2221	132	23	842	76	18	0	174	139	17	622
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2221	132	23	842	76	18	0	174	139	17	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2221	132	23	842	76	18	0	174	139	17	622
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2221	132	23	842	76	18	0	174	139	17	622
Saturation 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	1.00	0.00	1.00	0.89	0.11	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1800	0	1750	1604	196	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.08	0.01	0.15	0.04	0.01	0.00	0.10	0.09	0.09	0.36
Crit Moves:		****		****								****
Green Time:	20.1	84.7	84.7	7.0	71.6	71.6	68.3	0.0	88.4	68.3	68.3	75.3
Volume/Cap:	0.33	0.78	0.15	0.32	0.35	0.10	0.02	0.00	0.19	0.21	0.21	0.80
Uniform Del:	68.3	34.4	22.7	78.7	32.9	29.3	30.3	0.0	21.4	32.9	32.9	40.3
IncremntDel:	0.9	1.4	0.1	2.5	0.1	0.1	0.0	0.0	0.1	0.1	0.1	5.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.2	35.8	22.8	81.2	33.0	29.4	30.3	0.0	21.5	33.0	33.0	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	35.8	22.8	81.2	33.0	29.4	30.3	0.0	21.5	33.0	33.0	46.1
LOS by Move:	E	D+	C+	F	C-	C	C	A	C+	C-	C-	D
HCM2kAvgQ:	3	31	4	1	9	2	1	0	5	5	5	31

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

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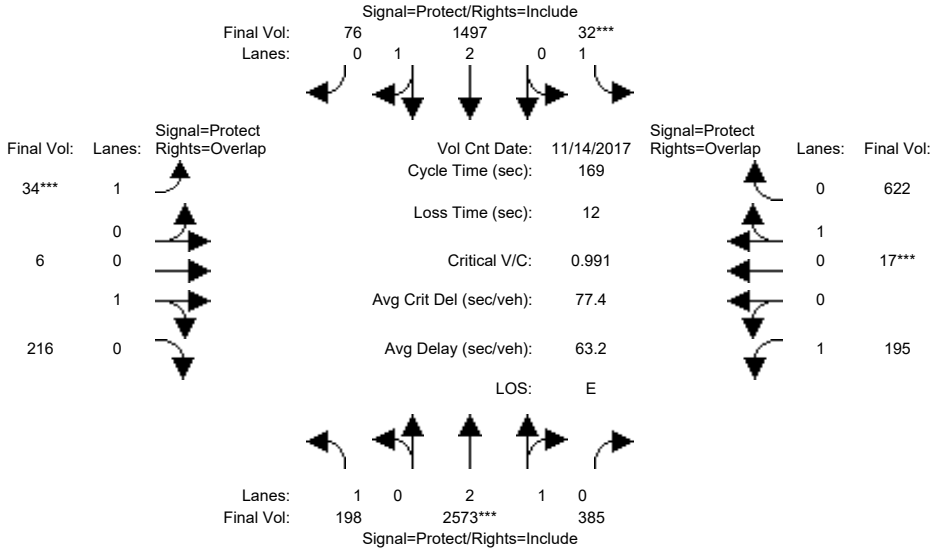
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #30: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	198	2573	385	32	1497	76	34	6	216	195	17	622
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	2573	385	32	1497	76	34	6	216	195	17	622
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	2573	385	32	1497	76	34	6	216	195	17	622
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	2573	385	32	1497	76	34	6	216	195	17	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2573	385	32	1497	76	34	6	216	195	17	622
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	2573	385	32	1497	76	34	6	216	195	17	622
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.60	0.40	1.00	2.85	0.15	1.00	0.03	0.97	1.00	0.03	0.97
Final Sat.:	1750	4870	729	1750	5329	271	1750	49	1751	1750	48	1752
Capacity Analysis Module:												
Vol/Sat:	0.11	0.53	0.53	0.02	0.28	0.28	0.02	0.12	0.12	0.11	0.36	0.36
Crit Moves:		****			****			****			****	
Green Time:	26.6	85.5	85.5	7.0	66.0	66.0	7.0	33.9	60.4	30.6	57.5	64.5
Volume/Cap:	0.72	1.04	1.04	0.44	0.72	0.72	0.47	0.62	0.34	0.62	1.04	0.93
Uniform Del:	67.7	41.7	41.7	79.1	43.7	43.7	79.2	61.6	39.8	63.8	55.8	50.1
IncremntDel:	8.9	29.8	29.8	4.2	1.2	1.2	4.7	3.2	0.3	3.6	48.3	19.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.6	71.5	71.5	83.3	44.9	44.9	83.9	64.8	40.1	67.4	104	69.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	71.5	71.5	83.3	44.9	44.9	83.9	64.8	40.1	67.4	104	69.4
LOS by Move:	E-	E	E	F	D	D	F	E	D	E	F	E
HCM2kAvgQ:	10	54	54	2	23	23	2	12	9	11	43	37

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

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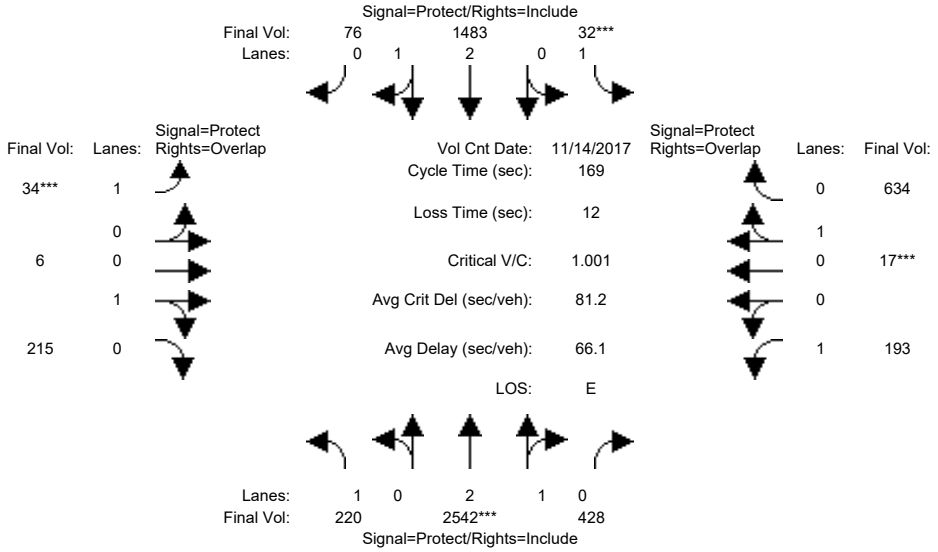
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #30: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	220	2542	428	32	1483	76	34	6	215	193	17	634
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	2542	428	32	1483	76	34	6	215	193	17	634
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	2542	428	32	1483	76	34	6	215	193	17	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	2542	428	32	1483	76	34	6	215	193	17	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	2542	428	32	1483	76	34	6	215	193	17	634
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	2542	428	32	1483	76	34	6	215	193	17	634
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.55	0.45	1.00	2.85	0.15	1.00	0.03	0.97	1.00	0.03	0.97
Final Sat.:	1750	4792	807	1750	5327	273	1750	49	1751	1750	47	1753
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.53	0.02	0.28	0.28	0.02	0.12	0.12	0.11	0.36	0.36
Crit Moves:		****			****			****			****	
Green Time:	28.6	85.0	85.0	7.0	63.4	63.4	7.0	34.2	62.9	30.7	58.0	65.0
Volume/Cap:	0.74	1.05	1.05	0.44	0.74	0.74	0.47	0.61	0.33	0.61	1.05	0.94
Uniform Del:	66.7	42.0	42.0	79.1	45.7	45.7	79.2	61.3	38.0	63.6	55.5	50.2
IncremntDel:	9.7	33.5	33.5	4.2	1.5	1.5	4.7	2.9	0.3	3.3	51.4	20.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.3	75.5	75.5	83.3	47.2	47.2	83.9	64.2	38.3	66.9	107	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	75.5	75.5	83.3	47.2	47.2	83.9	64.2	38.3	66.9	107	71.1
LOS by Move:	E-	E-	E-	F	D	D	F	E	D+	E	F	E
HCM2kAvgQ:	11	55	55	2	23	23	2	11	8	10	44	38

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

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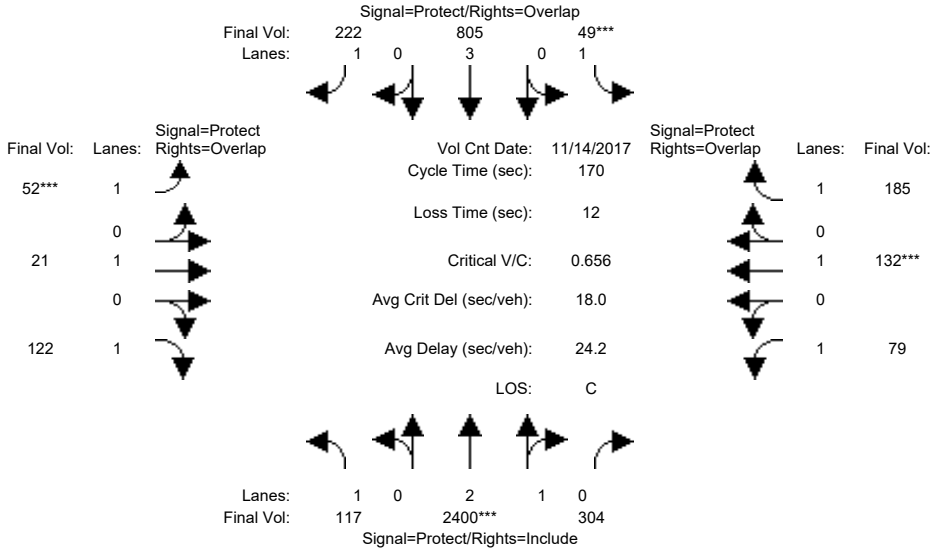
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #31: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	117	2400	304	49	805	222	52	21	122	79	132	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	2400	304	49	805	222	52	21	122	79	132	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	2400	304	49	805	222	52	21	122	79	132	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2400	304	49	805	222	52	21	122	79	132	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2400	304	49	805	222	52	21	122	79	132	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2400	304	49	805	222	52	21	122	79	132	185
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	2.65	0.35	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4970	629	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.48	0.03	0.14	0.13	0.03	0.01	0.07	0.05	0.07	0.11
Crit Moves:		****		****			****				****	
Green Time:	42.5	125	125.1	7.3	89.8	97.5	7.7	14.5	57.0	11.2	18.0	25.2
Volume/Cap:	0.27	0.66	0.66	0.66	0.27	0.22	0.66	0.13	0.21	0.69	0.66	0.71
Uniform Del:	51.2	11.5	11.5	80.1	22.0	17.7	79.9	71.9	40.3	77.7	73.0	68.9
IncremntDel:	0.3	0.4	0.4	19.3	0.0	0.1	18.3	0.4	0.2	16.2	7.7	8.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.6	11.9	11.9	99.4	22.1	17.8	98.1	72.2	40.5	93.9	80.7	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	11.9	11.9	99.4	22.1	17.8	98.1	72.2	40.5	93.9	80.7	77.8
LOS by Move:	D-	B+	B+	F	C+	B	F	E	D	F	F	E-
HCM2kAvgQ:	5	23	23	3	7	6	4	1	5	5	7	10

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

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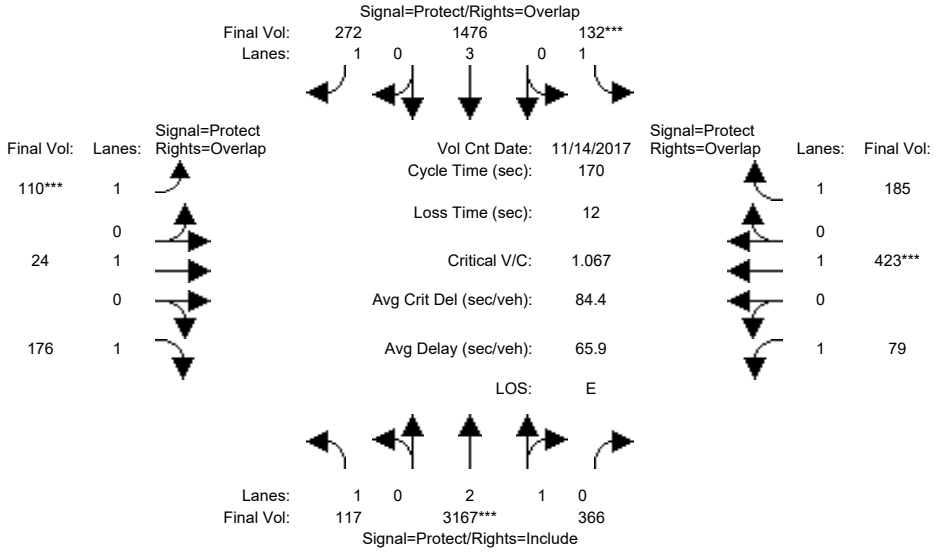
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #31: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	117	3167	366	132	1476	272	110	24	176	79	423	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	3167	366	132	1476	272	110	24	176	79	423	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	3167	366	132	1476	272	110	24	176	79	423	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	3167	366	132	1476	272	110	24	176	79	423	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	3167	366	132	1476	272	110	24	176	79	423	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	3167	366	132	1476	272	110	24	176	79	423	185
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	2.68	0.32	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5019	580	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.08	0.26	0.16	0.06	0.01	0.10	0.05	0.22	0.11
Crit Moves:		****			****			****			****	
Green Time:	23.1	101	100.5	12.0	89.4	99.4	10.0	25.7	48.8	19.7	35.5	47.5
Volume/Cap:	0.49	1.07	1.07	1.07	0.49	0.27	1.07	0.08	0.35	0.39	1.07	0.38
Uniform Del:	68.0	34.7	34.7	79.0	25.8	17.3	80.0	62.0	48.0	69.5	67.3	49.4
IncremntDel:	1.6	37.3	37.3	100.1	0.1	0.1	108.0	0.1	0.4	1.2	64.2	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.6	72.0	72.0	179.1	25.9	17.5	187.9	62.1	48.4	70.8	131	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	72.0	72.0	179.1	25.9	17.5	187.9	62.1	48.4	70.8	131	49.9
LOS by Move:	E	E	E	F	C	B	F	E	D	E	F	D
HCM2kAvgQ:	6	67	67	9	15	7	10	1	8	4	27	8

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

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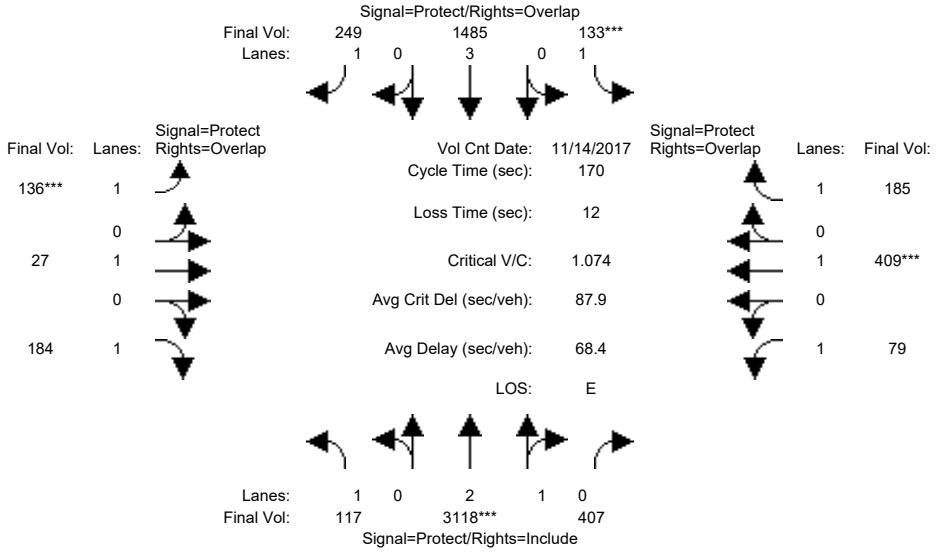
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #31: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	117	3118	407	133	1485	249	136	27	184	79	409	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	3118	407	133	1485	249	136	27	184	79	409	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	3118	407	133	1485	249	136	27	184	79	409	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	3118	407	133	1485	249	136	27	184	79	409	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	3118	407	133	1485	249	136	27	184	79	409	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	3118	407	133	1485	249	136	27	184	79	409	185
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	2.64	0.36	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4953	646	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.08	0.26	0.14	0.08	0.01	0.11	0.05	0.22	0.11
Crit Moves:		****			****			****			****	
Green Time:	22.8	99.6	99.6	12.0	88.8	101.1	12.3	26.2	49.0	20.1	34.1	46.1
Volume/Cap:	0.50	1.07	1.07	1.07	0.50	0.24	1.07	0.09	0.36	0.38	1.07	0.39
Uniform Del:	68.3	35.2	35.2	79.0	26.2	16.3	78.9	61.7	48.1	69.2	68.0	50.5
IncremntDel:	1.7	40.1	40.1	102.2	0.1	0.1	101.3	0.1	0.4	1.2	67.4	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.0	75.3	75.3	181.2	26.3	16.4	180.2	61.8	48.5	70.4	135	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	75.3	75.3	181.2	26.3	16.4	180.2	61.8	48.5	70.4	135	51.0
LOS by Move:	E	E-	E-	F	C	B	F	E	D	E	F	D-
HCM2kAvgQ:	6	68	68	9	16	6	12	1	8	4	27	8

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

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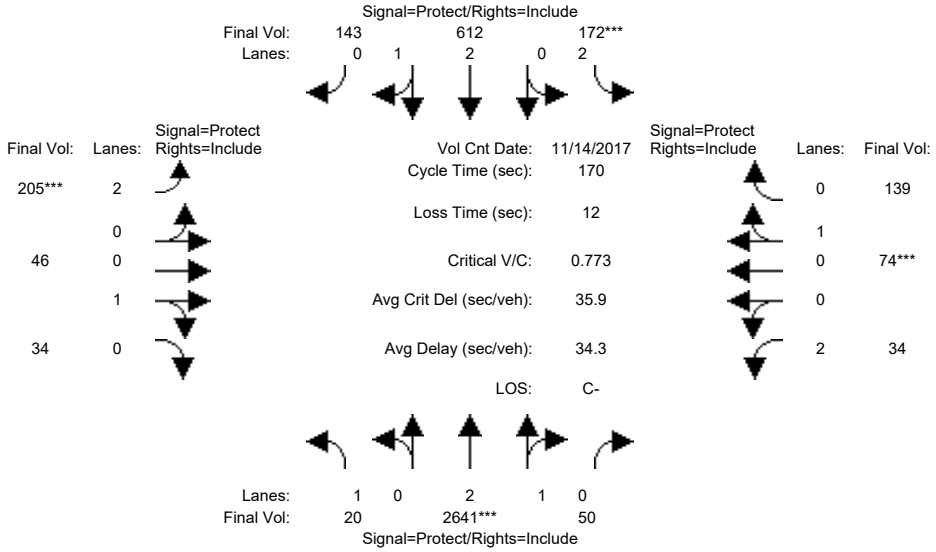
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #32: Mathilda Ave & Washington Ave



Street Name:	Mathilda Ave						Washington 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	20	2641	50	172	612	143	205	46	34	34	74	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2641	50	172	612	143	205	46	34	34	74	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2641	50	172	612	143	205	46	34	34	74	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2641	50	172	612	143	205	46	34	34	74	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2641	50	172	612	143	205	46	34	34	74	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2641	50	172	612	143	205	46	34	34	74	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.94	0.06	2.00	2.41	0.59	2.00	0.58	0.42	2.00	0.35	0.65
Final Sat.:	1750	5496	104	3150	4538	1060	3150	1035	765	3150	625	1175
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.05	0.13	0.13	0.07	0.04	0.04	0.01	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	27.5	106	105.7	12.0	90.1	90.1	14.3	23.7	23.7	16.6	26.0	26.0
Volume/Cap:	0.07	0.77	0.77	0.77	0.25	0.25	0.77	0.32	0.32	0.11	0.77	0.77
Uniform Del:	60.4	23.4	23.4	77.7	21.7	21.7	76.3	65.9	65.9	70.0	69.2	69.2
IncremntDel:	0.1	1.1	1.1	15.4	0.0	0.0	13.2	0.7	0.7	0.2	12.7	12.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.5	24.6	24.6	93.1	21.7	21.7	89.4	66.6	66.6	70.1	81.9	81.9
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:	60.5	24.6	24.6	93.1	21.7	21.7	89.4	66.6	66.6	70.1	81.9	81.9
LOS by Move:	E	C	C	F	C+	C+	F	E	E	E	F	F
HCM2kAvgQ:	1	34	34	6	7	7	8	4	4	1	13	13

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

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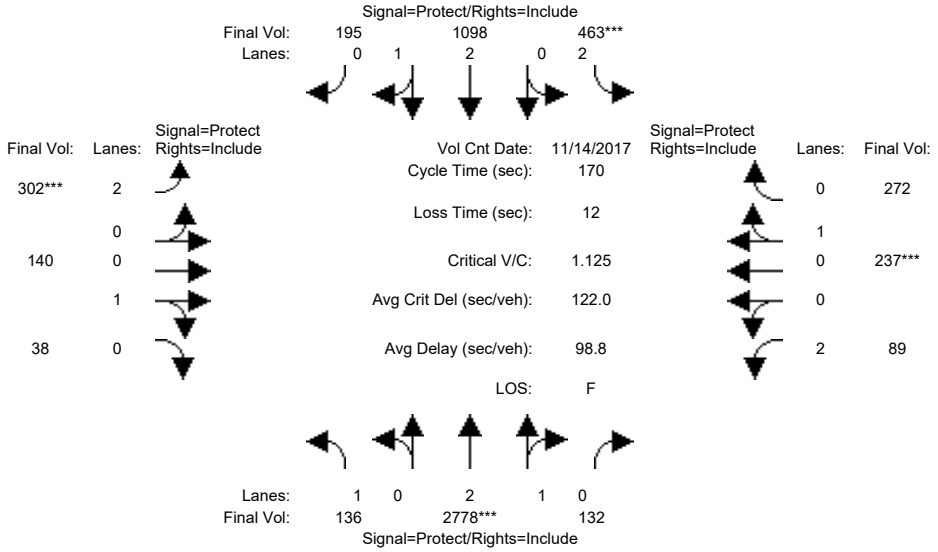
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #32: Mathilda Ave & Washington Ave



Street Name:	Mathilda Ave						Washington 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	136	2778	132	463	1098	195	302	140	38	89	237	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	2778	132	463	1098	195	302	140	38	89	237	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	2778	132	463	1098	195	302	140	38	89	237	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	2778	132	463	1098	195	302	140	38	89	237	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	2778	132	463	1098	195	302	140	38	89	237	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	2778	132	463	1098	195	302	140	38	89	237	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.86	0.14	2.00	2.53	0.47	2.00	0.79	0.21	2.00	0.47	0.53
Final Sat.:	1750	5346	254	3150	4754	844	3150	1416	384	3150	838	962
Capacity Analysis Module:												
Vol/Sat:	0.08	0.52	0.52	0.15	0.23	0.23	0.10	0.10	0.10	0.03	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	25.4	78.5	78.5	22.2	75.4	75.4	14.5	40.4	40.4	16.8	42.7	42.7
Volume/Cap:	0.52	1.12	1.12	1.12	0.52	0.52	1.12	0.42	0.42	0.29	1.12	1.12
Uniform Del:	66.7	45.7	45.7	73.9	34.2	34.2	77.8	54.8	54.8	71.0	63.6	63.6
IncremntDel:	1.9	61.8	61.8	82.8	0.2	0.2	92.7	0.7	0.7	0.5	81.0	81.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.6	108	107.5	156.7	34.4	34.4	170.5	55.5	55.5	71.5	145	144.6
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:	68.6	108	107.5	156.7	34.4	34.4	170.5	55.5	55.5	71.5	145	144.6
LOS by Move:	E	F	F	F	C-	C-	F	E+	E+	E	F	F
HCM2kAvgQ:	7	64	64	19	16	16	15	8	8	3	38	38

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

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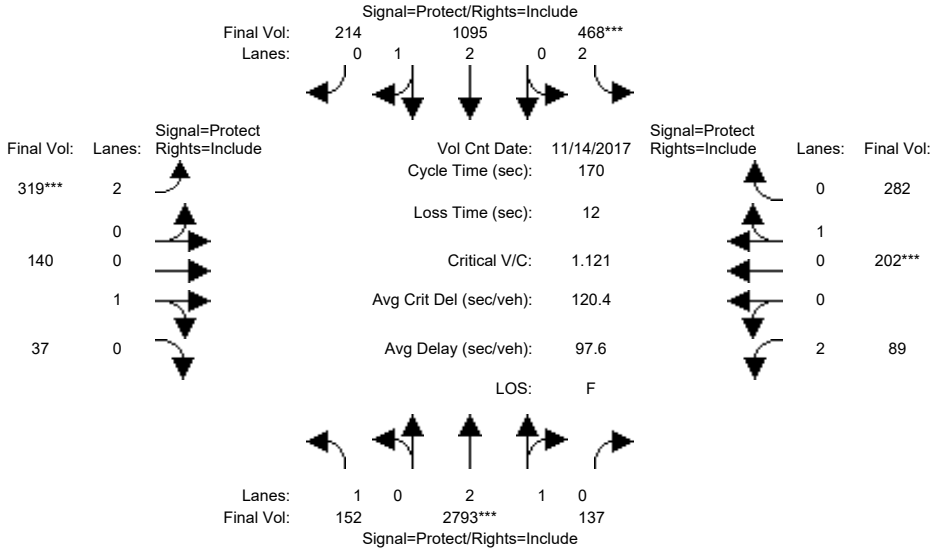
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #32: Mathilda Ave & Washington Ave



Street Name:	Mathilda Ave						Washington 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	152	2793	137	468	1095	214	319	140	37	89	202	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:	152	2793	137	468	1095	214	319	140	37	89	202	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:	152	2793	137	468	1095	214	319	140	37	89	202	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:	152	2793	137	468	1095	214	319	140	37	89	202	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	2793	137	468	1095	214	319	140	37	89	202	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:	152	2793	137	468	1095	214	319	140	37	89	202	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.85	0.15	2.00	2.49	0.51	2.00	0.79	0.21	2.00	0.42	0.58
Final Sat.:	1750	5338	262	3150	4683	915	3150	1424	376	3150	751	1049
Capacity Analysis Module:												
Vol/Sat:	0.09	0.52	0.52	0.15	0.23	0.23	0.10	0.10	0.10	0.03	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	27.6	79.3	79.3	22.5	74.3	74.3	15.4	39.6	39.6	16.6	40.8	40.8
Volume/Cap:	0.54	1.12	1.12	1.12	0.54	0.54	1.12	0.42	0.42	0.29	1.12	1.12
Uniform Del:	65.3	45.3	45.3	73.7	35.2	35.2	77.3	55.5	55.5	71.3	64.6	64.6
IncremntDel:	2.0	60.3	60.3	81.3	0.2	0.2	90.0	0.7	0.7	0.5	80.6	80.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	106	105.6	155.0	35.4	35.4	167.3	56.2	56.2	71.8	145	145.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	106	105.6	155.0	35.4	35.4	167.3	56.2	56.2	71.8	145	145.2
LOS by Move:	E	F	F	F	D+	D+	F	E+	E+	E	F	F
HCM2kAvgQ:	7	64	64	19	16	16	15	8	8	3	36	36

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

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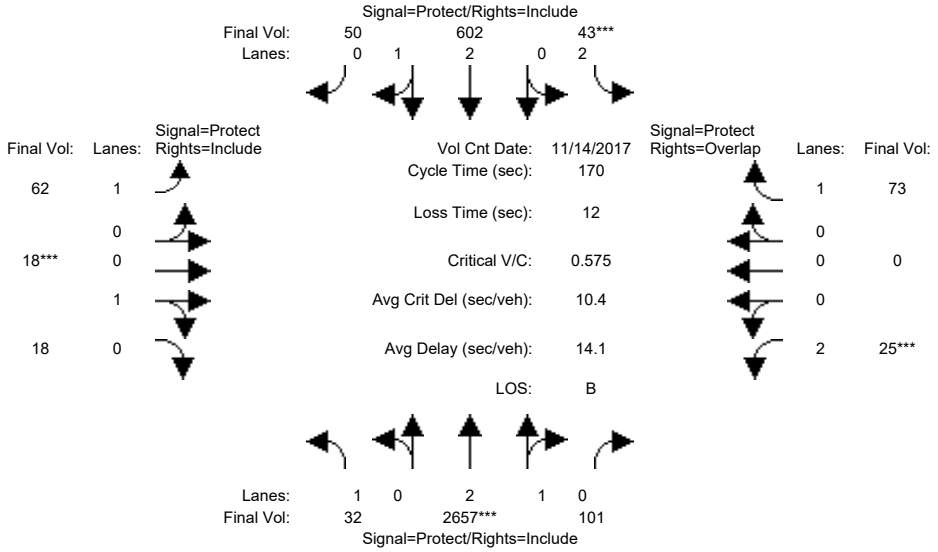
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #33: Mathilda Ave & McKinley Ave



Street Name:	Mathilda Ave						McKinley 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	32	2657	101	43	602	50	62	18	18	25	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	2657	101	43	602	50	62	18	18	25	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	2657	101	43	602	50	62	18	18	25	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	2657	101	43	602	50	62	18	18	25	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2657	101	43	602	50	62	18	18	25	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	2657	101	43	602	50	62	18	18	25	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.89	0.11	2.00	2.76	0.24	1.00	0.50	0.50	2.00	0.00	1.00
Final Sat.:	1750	5395	205	3150	5170	429	1750	900	900	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.01	0.12	0.12	0.04	0.02	0.02	0.01	0.00	0.04
Crit Moves:		****		****				****		****		
Green Time:	36.8	134	134.0	7.0	104	104.2	10.1	10.0	10.0	7.0	0.0	14.0
Volume/Cap:	0.08	0.62	0.62	0.33	0.19	0.19	0.60	0.34	0.34	0.19	0.00	0.51
Uniform Del:	53.1	7.5	7.5	79.2	14.4	14.4	78.0	76.8	76.8	78.8	0.0	74.7
IncremntDel:	0.1	0.3	0.3	1.5	0.0	0.0	9.1	1.9	1.9	0.7	0.0	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	53.2	7.8	7.8	80.7	14.5	14.5	87.0	78.7	78.7	79.5	0.0	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:	53.2	7.8	7.8	80.7	14.5	14.5	87.0	78.7	78.7	79.5	0.0	77.6
LOS by Move:	D-	A	A	F	B	B	F	E-	E-	E-	A	E-
HCM2kAvgQ:	1	20	20	1	5	5	4	2	2	1	0	5

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

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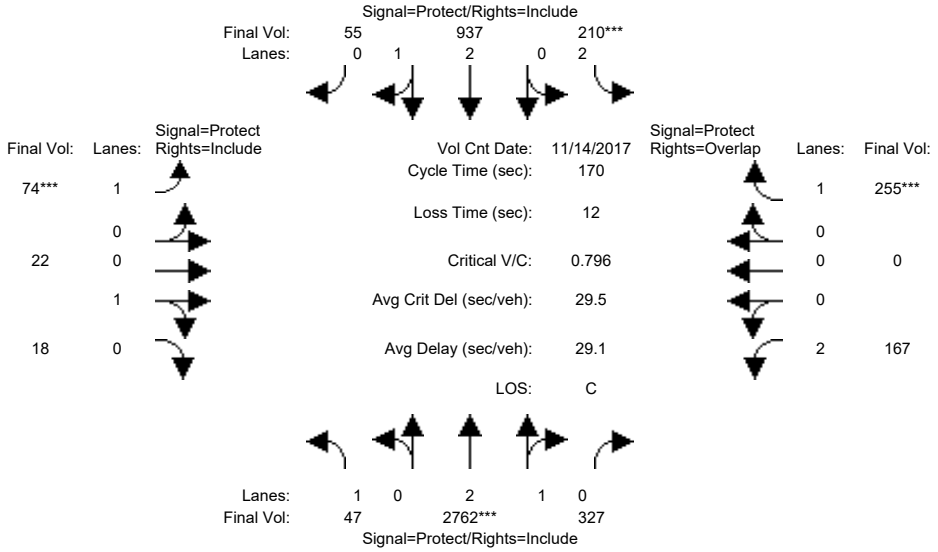
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #33: Mathilda Ave & McKinley Ave



Street Name:	Mathilda Ave						McKinley 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	47	2762	327	210	937	55	74	22	18	167	0	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2762	327	210	937	55	74	22	18	167	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2762	327	210	937	55	74	22	18	167	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2762	327	210	937	55	74	22	18	167	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2762	327	210	937	55	74	22	18	167	0	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	2762	327	210	937	55	74	22	18	167	0	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.67	0.33	2.00	2.83	0.17	1.00	0.55	0.45	2.00	0.00	1.00
Final Sat.:	1750	5006	593	3150	5289	310	1750	990	810	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.55	0.07	0.18	0.18	0.04	0.02	0.02	0.05	0.00	0.15
Crit Moves:		****		****			****					****
Green Time:	24.9	118	117.8	14.2	107	107.2	9.0	13.6	13.6	12.3	0.0	31.1
Volume/Cap:	0.18	0.80	0.80	0.80	0.28	0.28	0.80	0.28	0.28	0.73	0.00	0.80
Uniform Del:	63.6	17.8	17.8	76.5	14.1	14.1	79.6	73.5	73.5	77.3	0.0	66.4
IncremntDel:	0.3	1.2	1.2	15.4	0.0	0.0	36.4	1.0	1.0	11.6	0.0	12.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	64.0	19.1	19.1	91.8	14.2	14.2	116.0	74.6	74.6	88.9	0.0	79.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	19.1	19.1	91.8	14.2	14.2	116.0	74.6	74.6	88.9	0.0	79.3
LOS by Move:	E	B-	B-	F	B	B	F	E	E	F	A	E-
HCM2kAvgQ:	2	37	37	7	8	8	6	2	2	7	0	15

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

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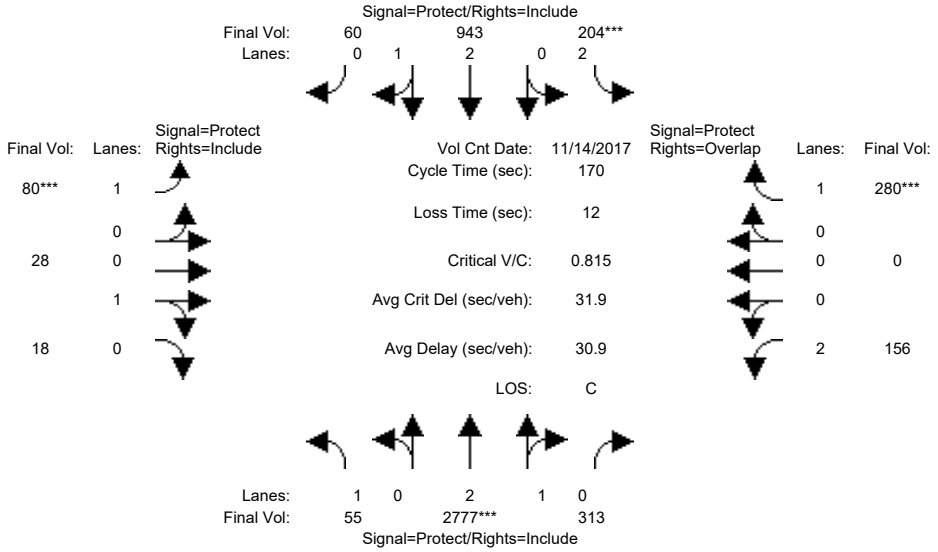
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #33: Mathilda Ave & McKinley Ave



Street Name:	Mathilda Ave						McKinley 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	55	2777	313	204	943	60	80	28	18	156	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	2777	313	204	943	60	80	28	18	156	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	2777	313	204	943	60	80	28	18	156	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	2777	313	204	943	60	80	28	18	156	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2777	313	204	943	60	80	28	18	156	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	2777	313	204	943	60	80	28	18	156	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.68	0.32	2.00	2.81	0.19	1.00	0.61	0.39	2.00	0.00	1.00
Final Sat.:	1750	5032	567	3150	5265	335	1750	1096	704	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.55	0.06	0.18	0.18	0.05	0.03	0.03	0.05	0.00	0.16
Crit Moves:		****		****			****					****
Green Time:	24.0	115	115.1	13.5	105	104.6	9.5	16.0	16.0	13.4	0.0	33.4
Volume/Cap:	0.22	0.82	0.82	0.82	0.29	0.29	0.82	0.27	0.27	0.63	0.00	0.82
Uniform Del:	64.7	19.8	19.8	77.0	15.3	15.3	79.4	71.6	71.6	75.9	0.0	65.4
IncremntDel:	0.5	1.4	1.4	18.3	0.0	0.0	38.8	0.9	0.9	5.0	0.0	13.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	65.2	21.2	21.2	95.3	15.4	15.4	118.2	72.5	72.5	80.8	0.0	79.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	21.2	21.2	95.3	15.4	15.4	118.2	72.5	72.5	80.8	0.0	79.3
LOS by Move:	E	C+	C+	F	B	B	F	E	E	F	A	E-
HCM2kAvgQ:	3	39	39	7	8	8	6	2	2	6	0	17

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

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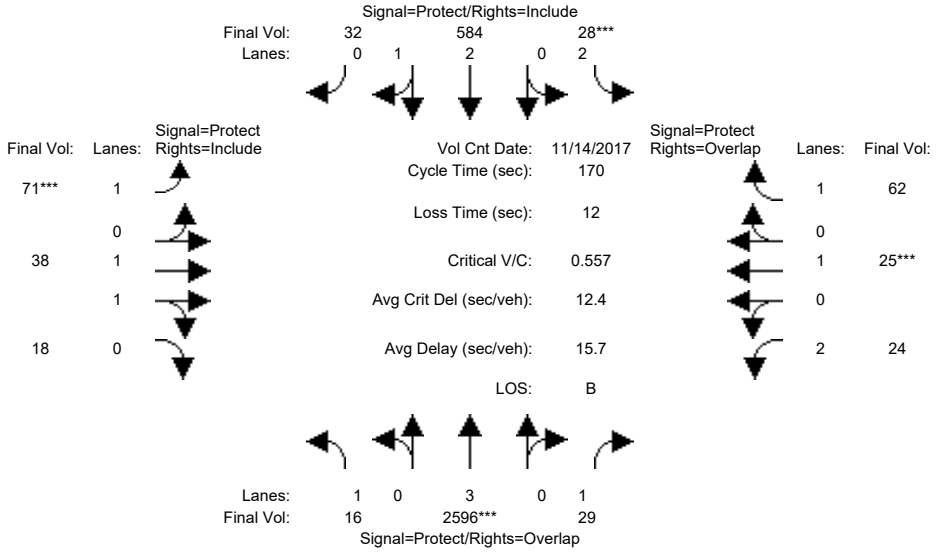
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #34: Mathilda Ave & Iowa Ave



Street Name:	Mathilda Av						Iowa 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	16	2596	29	28	584	32	71	38	18	24	25	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2596	29	28	584	32	71	38	18	24	25	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2596	29	28	584	32	71	38	18	24	25	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2596	29	28	584	32	71	38	18	24	25	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2596	29	28	584	32	71	38	18	24	25	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	2596	29	28	584	32	71	38	18	24	25	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.84	0.16	1.00	1.34	0.66	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5309	291	1750	2510	1189	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.02	0.01	0.11	0.11	0.04	0.02	0.02	0.01	0.01	0.04
Crit Moves:		****		****			****				****	
Green Time:	37.2	129	138.3	7.0	99.3	99.3	11.5	12.7	12.7	8.9	10.0	17.0
Volume/Cap:	0.04	0.60	0.02	0.22	0.19	0.19	0.60	0.20	0.20	0.15	0.22	0.35
Uniform Del:	52.4	8.9	3.0	78.8	16.5	16.5	77.0	73.9	73.9	77.0	76.3	71.4
IncremntDel:	0.0	0.2	0.0	0.8	0.0	0.0	8.1	0.4	0.4	0.4	1.0	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	9.1	3.0	79.7	16.5	16.5	85.1	74.3	74.3	77.4	77.3	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	9.1	3.0	79.7	16.5	16.5	85.1	74.3	74.3	77.4	77.3	72.6
LOS by Move:	D-	A	A	E-	B	B	F	E	E	E-	E-	E
HCM2kAvgQ:	1	19	0	1	5	5	5	2	2	1	1	3

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

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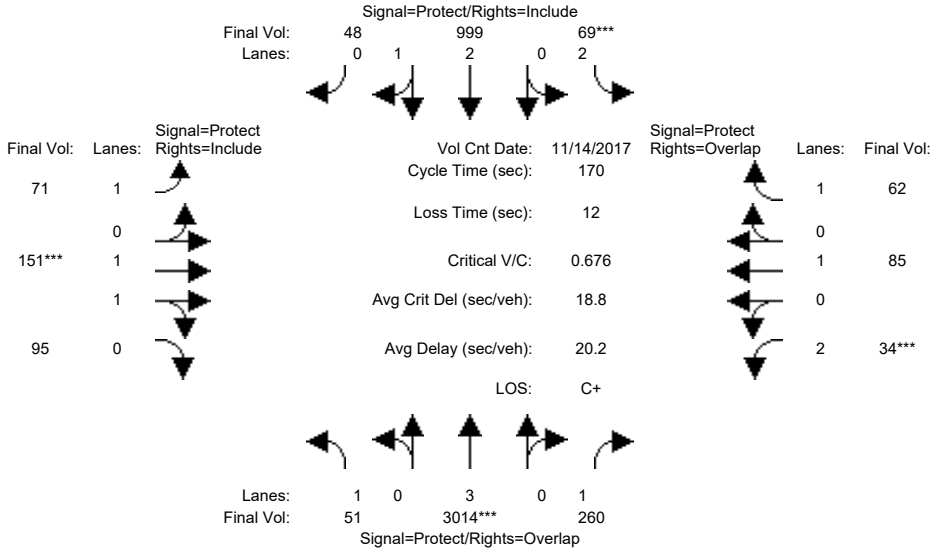
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #34: Mathilda Ave & Iowa Ave



Street Name:	Mathilda Av						Iowa 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	51	3014	260	69	999	48	71	151	95	34	85	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	3014	260	69	999	48	71	151	95	34	85	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	3014	260	69	999	48	71	151	95	34	85	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	3014	260	69	999	48	71	151	95	34	85	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	3014	260	69	999	48	71	151	95	34	85	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	3014	260	69	999	48	71	151	95	34	85	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.86	0.14	1.00	1.21	0.79	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5343	257	1750	2270	1428	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.15	0.02	0.19	0.19	0.04	0.07	0.07	0.01	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	24.3	128	134.9	7.0	111	110.6	9.5	16.1	16.1	7.0	13.6	20.6
Volume/Cap:	0.20	0.70	0.19	0.53	0.29	0.29	0.73	0.70	0.70	0.26	0.56	0.29
Uniform Del:	64.3	11.1	4.3	79.9	12.8	12.8	79.0	74.6	74.6	79.0	75.3	68.1
IncremntDel:	0.4	0.5	0.1	4.2	0.0	0.0	23.5	6.3	6.3	1.1	4.7	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	11.6	4.3	84.1	12.8	12.8	102.5	81.0	81.0	80.1	80.0	68.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	11.6	4.3	84.1	12.8	12.8	102.5	81.0	81.0	80.1	80.0	68.8
LOS by Move:	E	B+	A	F	B	B	F	F	F	F	E-	E
HCM2kAvgQ:	2	26	3	2	8	8	5	8	8	1	5	3

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

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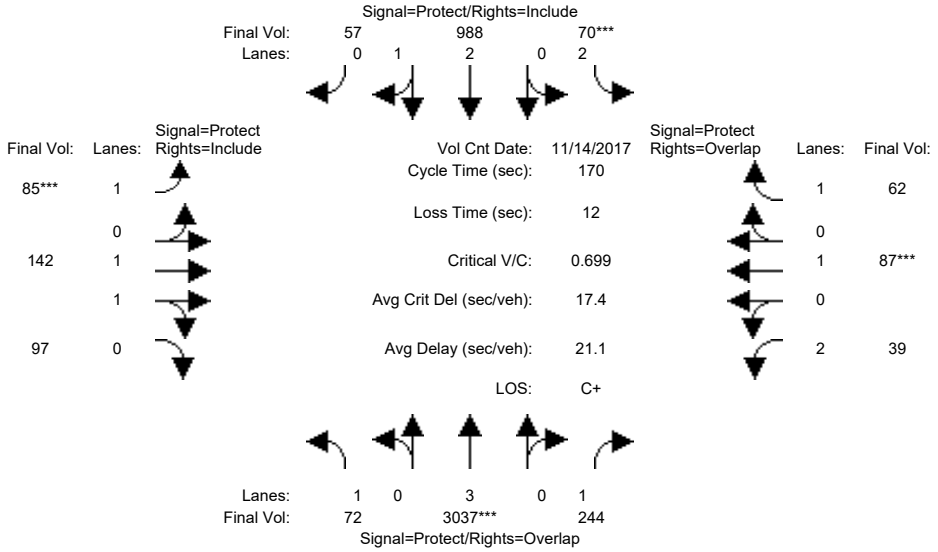
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #34: Mathilda Ave & Iowa Ave



Street Name:	Mathilda Av						Iowa 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	72	3037	244	70	988	57	85	142	97	39	87	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	3037	244	70	988	57	85	142	97	39	87	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	3037	244	70	988	57	85	142	97	39	87	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	3037	244	70	988	57	85	142	97	39	87	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	3037	244	70	988	57	85	142	97	39	87	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	3037	244	70	988	57	85	142	97	39	87	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.83	0.17	1.00	1.17	0.83	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5294	305	1750	2197	1501	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	0.14	0.02	0.19	0.19	0.05	0.06	0.06	0.01	0.05	0.04
Crit Moves:		****		****			****				****	
Green Time:	24.5	128	137.1	7.0	111	110.8	11.7	13.9	13.9	8.8	11.0	18.0
Volume/Cap:	0.29	0.71	0.17	0.54	0.29	0.29	0.71	0.79	0.79	0.24	0.71	0.33
Uniform Del:	65.0	11.0	3.7	79.9	12.7	12.7	77.5	76.6	76.6	77.3	77.9	70.4
IncremntDel:	0.6	0.5	0.1	4.5	0.0	0.0	17.4	13.3	13.3	0.8	17.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.6	11.5	3.8	84.4	12.7	12.7	94.9	89.9	89.9	78.1	95.0	71.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	11.5	3.8	84.4	12.7	12.7	94.9	89.9	89.9	78.1	95.0	71.5
LOS by Move:	E	B+	A	F	B	B	F	F	F	E-	F	E
HCM2kAvgQ:	3	26	3	2	8	8	6	8	8	1	6	3

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

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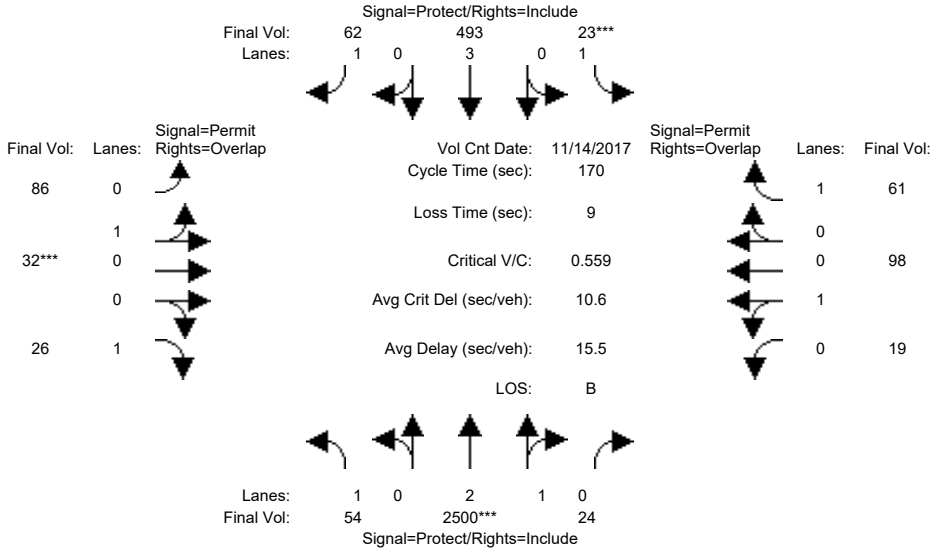
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #35: Mathilda Ave & Olive Ave



Street Name:	Mathilda Ave						Olive 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	54	2500	24	23	493	62	86	32	26	19	98	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2500	24	23	493	62	86	32	26	19	98	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	2500	24	23	493	62	86	32	26	19	98	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2500	24	23	493	62	86	32	26	19	98	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2500	24	23	493	62	86	32	26	19	98	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	2500	24	23	493	62	86	32	26	19	98	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	0.73	0.27	1.00	0.16	0.84	1.00
Final Sat.:	1750	5547	53	1750	5700	1750	1312	488	1750	292	1508	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.01	0.09	0.04	0.07	0.07	0.01	0.07	0.07	0.03
Crit Moves:		****		****				****				
Green Time:	45.6	134	134.4	7.0	95.8	95.8	19.6	19.6	65.2	19.6	19.6	26.6
Volume/Cap:	0.11	0.57	0.57	0.32	0.15	0.06	0.57	0.57	0.04	0.57	0.57	0.22
Uniform Del:	46.9	6.8	6.8	79.2	17.7	16.8	71.2	71.2	32.8	71.2	71.2	62.7
IncremntDel:	0.1	0.2	0.2	2.6	0.0	0.0	3.8	3.8	0.0	3.6	3.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.1	6.9	6.9	81.7	17.7	16.8	75.0	75.0	32.8	74.8	74.8	63.1
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:	47.1	6.9	6.9	81.7	17.7	16.8	75.0	75.0	32.8	74.8	74.8	63.1
LOS by Move:	D	A	A	F	B	B	E	E	C-	E	E	E
HCM2kAvgQ:	2	16	16	1	4	2	7	7	1	7	7	3

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

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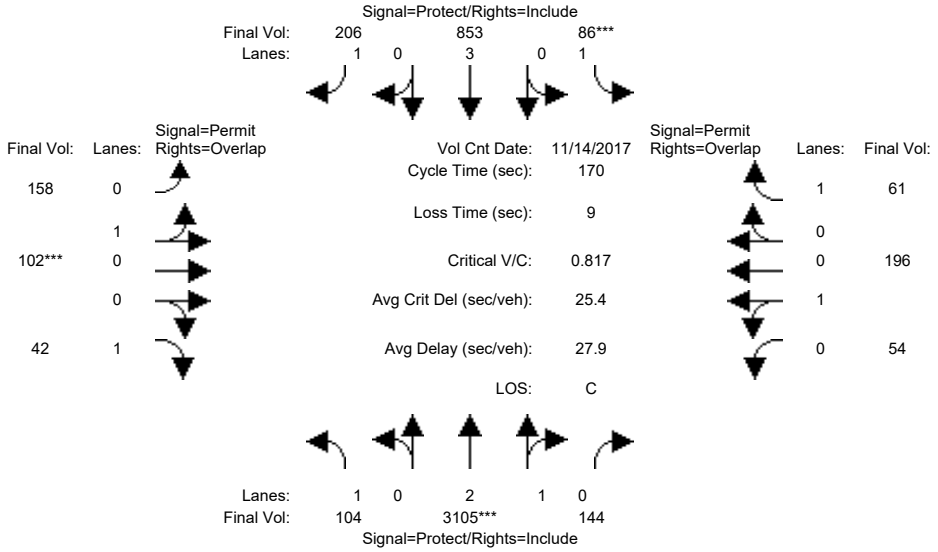
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #35: Mathilda Ave & Olive Ave



Street Name:	Mathilda Ave						Olive 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	104	3105	144	86	853	206	158	102	42	54	196	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	3105	144	86	853	206	158	102	42	54	196	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	3105	144	86	853	206	158	102	42	54	196	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	3105	144	86	853	206	158	102	42	54	196	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	3105	144	86	853	206	158	102	42	54	196	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	3105	144	86	853	206	158	102	42	54	196	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	0.61	0.39	1.00	0.22	0.78	1.00
Final Sat.:	1750	5351	248	1750	5700	1750	1094	706	1750	389	1411	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.58	0.58	0.05	0.15	0.12	0.14	0.14	0.02	0.14	0.14	0.03
Crit Moves:		****		****				****				
Green Time:	37.2	121	120.7	10.2	93.7	93.7	30.1	30.1	67.3	30.1	30.1	40.3
Volume/Cap:	0.27	0.82	0.82	0.82	0.27	0.21	0.82	0.82	0.06	0.79	0.79	0.15
Uniform Del:	55.1	17.0	17.0	79.0	20.1	19.4	67.3	67.3	31.8	66.9	66.9	51.3
IncremntDel:	0.4	1.4	1.4	37.2	0.0	0.1	15.1	15.1	0.0	12.1	12.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	18.4	18.4	116.2	20.2	19.5	82.4	82.4	31.8	79.0	79.0	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	18.4	18.4	116.2	20.2	19.5	82.4	82.4	31.8	79.0	79.0	51.4
LOS by Move:	E+	B-	B-	F	C+	B-	F	F	C	E-	E-	D-
HCM2kAvgQ:	4	36	36	5	7	6	16	16	1	15	15	3

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

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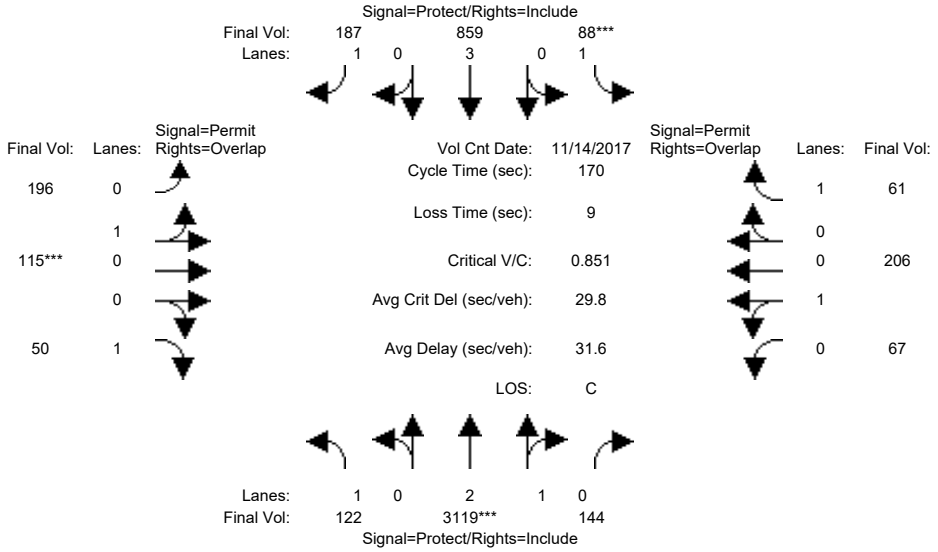
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #35: Mathilda Ave & Olive Ave



Street Name:	Mathilda Ave						Olive 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	122	3119	144	88	859	187	196	115	50	67	206	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	3119	144	88	859	187	196	115	50	67	206	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	3119	144	88	859	187	196	115	50	67	206	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	3119	144	88	859	187	196	115	50	67	206	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	3119	144	88	859	187	196	115	50	67	206	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	3119	144	88	859	187	196	115	50	67	206	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	0.63	0.37	1.00	0.25	0.75	1.00
Final Sat.:	1750	5353	247	1750	5700	1750	1134	666	1750	442	1358	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.58	0.58	0.05	0.15	0.11	0.17	0.17	0.03	0.15	0.15	0.03
Crit Moves:		****		****				****				
Green Time:	40.0	116	116.4	10.0	86.5	86.5	34.5	34.5	74.5	34.5	34.5	44.6
Volume/Cap:	0.30	0.85	0.85	0.85	0.30	0.21	0.85	0.85	0.07	0.75	0.75	0.13
Uniform Del:	53.4	20.2	20.2	79.2	24.2	23.0	65.3	65.3	27.6	63.6	63.6	47.9
IncremntDel:	0.4	2.0	2.0	45.2	0.1	0.1	17.1	17.1	0.0	8.2	8.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.8	22.2	22.2	124.4	24.2	23.1	82.3	82.3	27.6	71.8	71.8	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	22.2	22.2	124.4	24.2	23.1	82.3	82.3	27.6	71.8	71.8	48.1
LOS by Move:	D-	C+	C+	F	C	C	F	F	C	E	E	D
HCM2kAvgQ:	5	40	40	5	8	6	19	19	2	15	15	3

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

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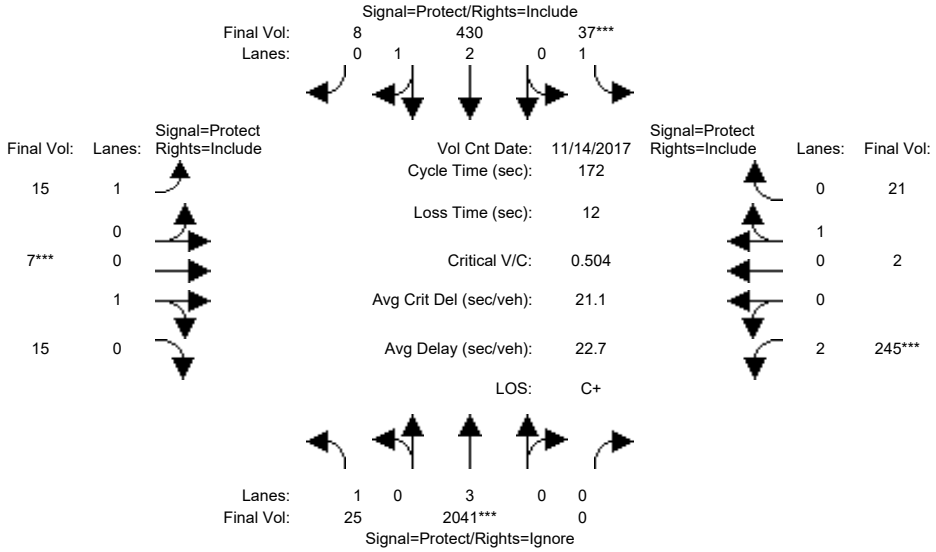
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #36: Mathilda Ave & Sunnyvale-Saratoga Rd



Street Name:	Mathilda Ave						Sunnyvale-Saratoga Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	25	2041	0	37	430	8	15	7	15	245	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2041	0	37	430	8	15	7	15	245	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2041	0	37	430	8	15	7	15	245	2	21
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	2041	0	37	430	8	15	7	15	245	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2041	0	37	430	8	15	7	15	245	2	21
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	2041	0	37	430	8	15	7	15	245	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	0.00	1.00	2.94	0.06	1.00	0.32	0.68	2.00	0.09	0.91
Final Sat.:	1750	5700	0	1750	5498	102	1750	573	1227	3150	157	1643
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.00	0.02	0.08	0.08	0.01	0.01	0.01	0.08	0.01	0.01
Crit Moves:		****		****				****		****		
Green Time:	42.6	117	0.0	7.0	81.9	81.9	14.6	10.0	10.0	25.5	20.9	20.9
Volume/Cap:	0.06	0.52	0.00	0.52	0.16	0.16	0.10	0.21	0.21	0.52	0.11	0.11
Uniform Del:	49.4	13.5	0.0	80.9	25.6	25.6	72.6	77.2	77.2	67.6	67.2	67.2
IncremntDel:	0.1	0.1	0.0	6.7	0.0	0.0	0.3	1.0	1.0	1.1	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.4	13.6	0.0	87.5	25.6	25.6	72.9	78.2	78.2	68.7	67.4	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	13.6	0.0	87.5	25.6	25.6	72.9	78.2	78.2	68.7	67.4	67.4
LOS by Move:	D	B	A	F	C	C	E	E-	E-	E	E	E
HCM2kAvgQ:	1	17	0	2	4	4	1	1	1	8	1	1

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

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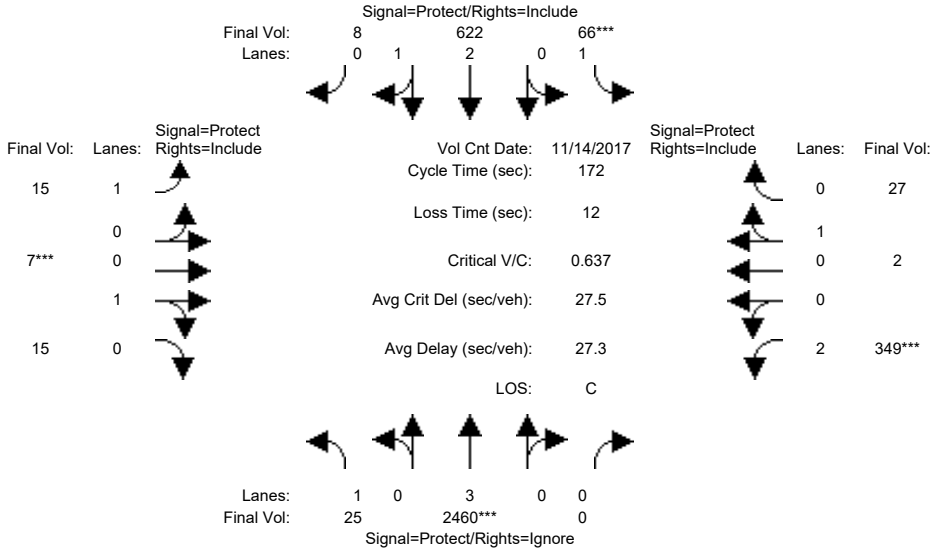
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #36: Mathilda Ave & Sunnyvale-Saratoga Rd



Street Name:	Mathilda Ave						Sunnyvale-Saratoga Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	25	2460	0	66	622	8	15	7	15	349	2	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2460	0	66	622	8	15	7	15	349	2	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2460	0	66	622	8	15	7	15	349	2	27
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	2460	0	66	622	8	15	7	15	349	2	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2460	0	66	622	8	15	7	15	349	2	27
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	2460	0	66	622	8	15	7	15	349	2	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	0.00	1.00	2.96	0.04	1.00	0.32	0.68	2.00	0.07	0.93
Final Sat.:	1750	5700	0	1750	5529	71	1750	573	1227	3150	124	1676
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.00	0.04	0.11	0.11	0.01	0.01	0.01	0.11	0.02	0.02
Crit Moves:		****		****				****		****		
Green Time:	32.2	112	0.0	9.8	89.1	89.1	15.9	10.0	10.0	28.6	22.7	22.7
Volume/Cap:	0.08	0.67	0.00	0.67	0.22	0.22	0.09	0.21	0.21	0.67	0.12	0.12
Uniform Del:	57.6	18.7	0.0	79.5	22.5	22.5	71.4	77.2	77.2	67.2	65.8	65.8
IncremntDel:	0.1	0.5	0.0	15.8	0.0	0.0	0.2	1.0	1.0	3.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	19.1	0.0	95.3	22.5	22.5	71.7	78.2	78.2	70.4	66.1	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	19.1	0.0	95.3	22.5	22.5	71.7	78.2	78.2	70.4	66.1	66.1
LOS by Move:	E+	B-	A	F	C+	C+	E	E-	E-	E	E	E
HCM2kAvgQ:	1	25	0	4	6	6	1	1	1	11	1	1

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

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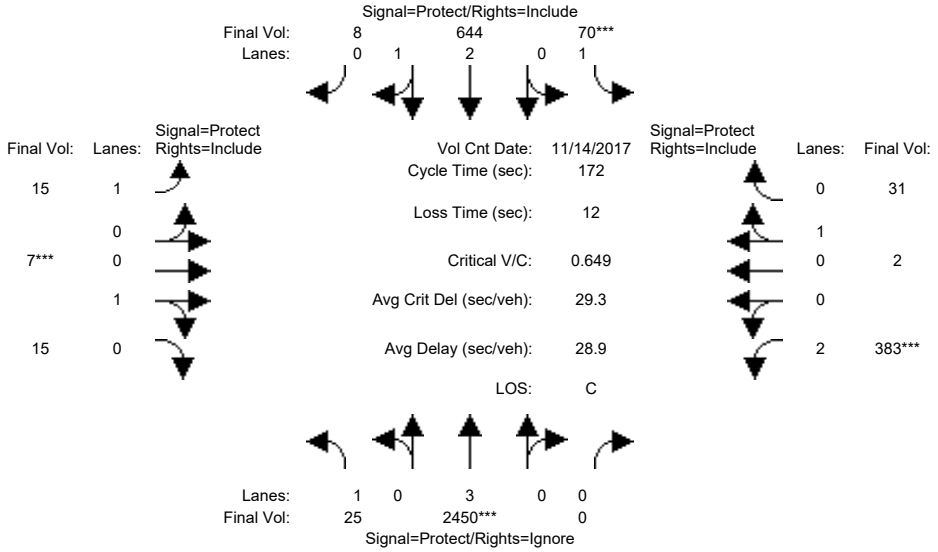
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #36: Mathilda Ave & Sunnyvale-Saratoga Rd



Street Name:	Mathilda Ave						Sunnyvale-Saratoga Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	25	2450	0	70	644	8	15	7	15	383	2	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2450	0	70	644	8	15	7	15	383	2	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2450	0	70	644	8	15	7	15	383	2	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	2450	0	70	644	8	15	7	15	383	2	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2450	0	70	644	8	15	7	15	383	2	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	2450	0	70	644	8	15	7	15	383	2	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	0.00	1.00	2.96	0.04	1.00	0.32	0.68	2.00	0.06	0.94
Final Sat.:	1750	5700	0	1750	5531	69	1750	573	1227	3150	109	1691
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.00	0.04	0.12	0.12	0.01	0.01	0.01	0.12	0.02	0.02
Crit Moves:		****		****				****		****		
Green Time:	30.9	109	0.0	10.1	88.3	88.3	16.8	10.0	10.0	30.8	24.0	24.0
Volume/Cap:	0.08	0.68	0.00	0.68	0.23	0.23	0.09	0.21	0.21	0.68	0.13	0.13
Uniform Del:	58.7	20.2	0.0	79.3	23.1	23.1	70.6	77.2	77.2	65.9	64.8	64.8
IncremntDel:	0.1	0.5	0.0	16.6	0.0	0.0	0.2	1.0	1.0	3.3	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.9	20.8	0.0	96.0	23.1	23.1	70.8	78.2	78.2	69.3	65.1	65.1
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:	58.9	20.8	0.0	96.0	23.1	23.1	70.8	78.2	78.2	69.3	65.1	65.1
LOS by Move:	E+	C+	A	F	C	C	E	E-	E-	E	E	E
HCM2kAvgQ:	1	25	0	4	6	6	1	1	1	12	2	2

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

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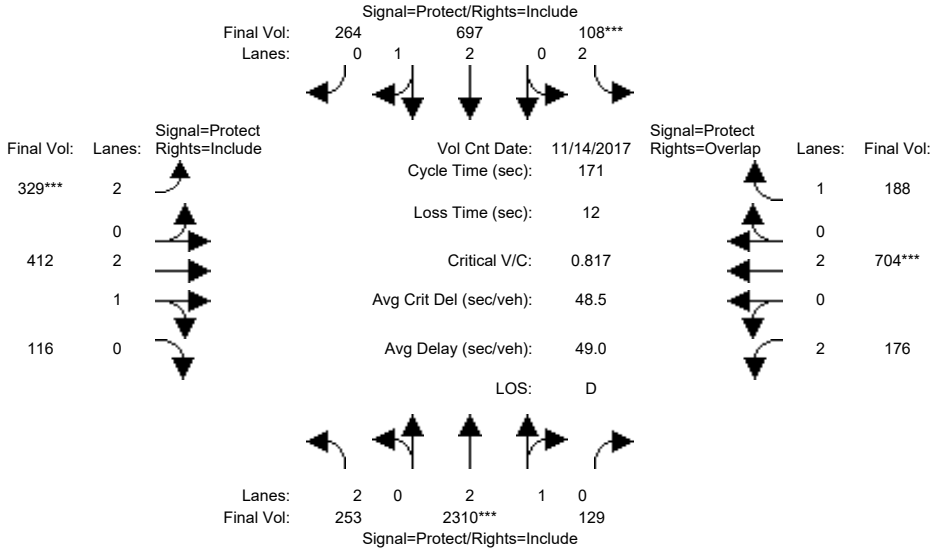
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #38: Sunnyvale-Saratoga Rd & Fremont Ave



Street Name:	Sunnyvale-Saratoga Rd						Fremont 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	253	2310	129	108	697	264	329	412	116	176	704	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	2310	129	108	697	264	329	412	116	176	704	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	2310	129	108	697	264	329	412	116	176	704	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	2310	129	108	697	264	329	412	116	176	704	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	2310	129	108	697	264	329	412	116	176	704	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	2310	129	108	697	264	329	412	116	176	704	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.15	0.85	2.00	2.32	0.68	2.00	2.00	1.00
Final Sat.:	3150	5303	296	3150	4060	1538	3150	4368	1230	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.44	0.03	0.17	0.17	0.10	0.09	0.09	0.06	0.19	0.11
Crit Moves:		****		****			****				****	
Green Time:	31.3	91.2	91.2	7.2	67.0	67.0	21.9	38.1	38.1	22.6	38.8	46.0
Volume/Cap:	0.44	0.82	0.82	0.82	0.44	0.44	0.82	0.42	0.42	0.42	0.82	0.40
Uniform Del:	62.0	33.0	33.0	81.3	38.2	38.2	72.6	57.0	57.0	68.2	62.7	51.2
IncremntDel:	0.5	1.9	1.9	31.2	0.1	0.1	12.3	0.2	0.2	0.7	6.1	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.5	34.9	34.9	112.4	38.3	38.3	84.9	57.3	57.3	68.9	68.9	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	34.9	34.9	112.4	38.3	38.3	84.9	57.3	57.3	68.9	68.9	51.8
LOS by Move:	E	C-	C-	F	D+	D+	F	E+	E+	E	E	D-
HCM2kAvgQ:	7	35	35	4	12	12	11	8	8	5	18	8

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

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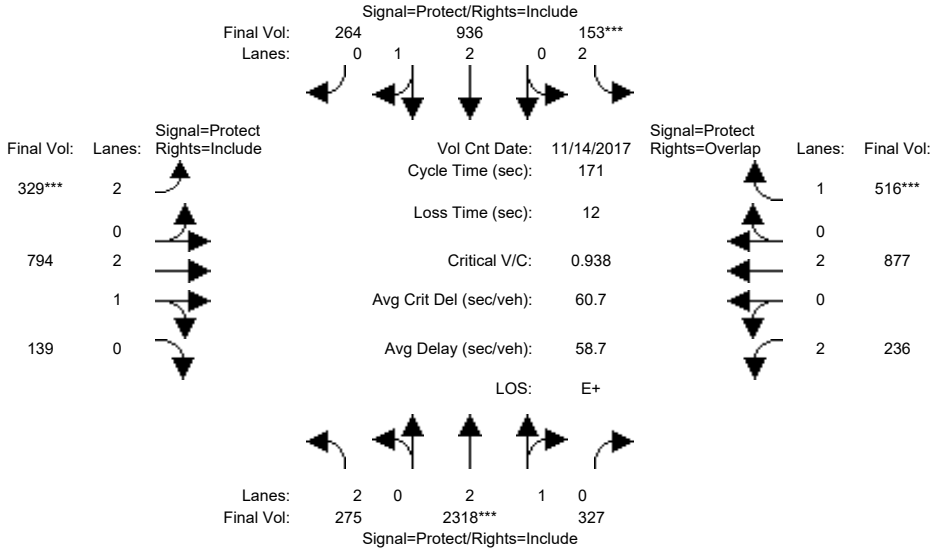
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #38: Sunnyvale-Saratoga Rd & Fremont Ave



Street Name:	Sunnyvale-Saratoga Rd						Fremont 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	275	2318	327	153	936	264	329	794	139	236	877	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	2318	327	153	936	264	329	794	139	236	877	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2318	327	153	936	264	329	794	139	236	877	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2318	327	153	936	264	329	794	139	236	877	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2318	327	153	936	264	329	794	139	236	877	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2318	327	153	936	264	329	794	139	236	877	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.62	0.38	2.00	2.32	0.68	2.00	2.54	0.46	2.00	2.00	1.00
Final Sat.:	3150	4907	692	3150	4366	1232	3150	4765	834	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.05	0.21	0.21	0.10	0.17	0.17	0.07	0.23	0.29
Crit Moves:		****			****			****				****
Green Time:	27.5	86.2	86.2	8.9	67.5	67.5	19.1	44.1	44.1	19.8	44.9	53.8
Volume/Cap:	0.54	0.94	0.94	0.94	0.54	0.54	0.94	0.65	0.65	0.65	0.88	0.94
Uniform Del:	66.0	39.9	39.9	80.8	39.8	39.8	75.4	56.5	56.5	72.2	60.4	57.0
IncremntDel:	1.2	6.9	6.9	52.2	0.3	0.3	32.3	1.0	1.0	4.0	9.0	23.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	46.8	46.8	133.0	40.1	40.1	107.6	57.5	57.5	76.2	69.4	80.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	46.8	46.8	133.0	40.1	40.1	107.6	57.5	57.5	76.2	69.4	80.9
LOS by Move:	E	D	D	F	D	D	F	E+	E+	E-	E	F
HCM2kAvgQ:	7	41	41	6	16	16	12	14	14	7	23	31

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

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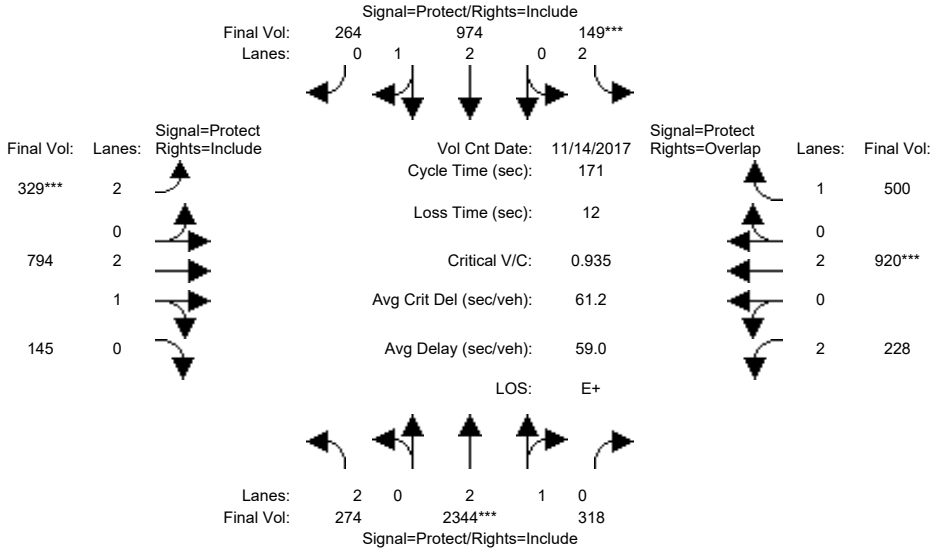
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #38: Sunnyvale-Saratoga Rd & Fremont Ave



Street Name:	Sunnyvale-Saratoga Rd						Fremont 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	274	2344	318	149	974	264	329	794	145	228	920	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	2344	318	149	974	264	329	794	145	228	920	500
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	2344	318	149	974	264	329	794	145	228	920	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	2344	318	149	974	264	329	794	145	228	920	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	2344	318	149	974	264	329	794	145	228	920	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	2344	318	149	974	264	329	794	145	228	920	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.63	0.37	2.00	2.34	0.66	2.00	2.52	0.48	2.00	2.00	1.00
Final Sat.:	3150	4930	669	3150	4404	1194	3150	4734	865	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.05	0.22	0.22	0.10	0.17	0.17	0.07	0.24	0.29
Crit Moves:		****			****			****			****	
Green Time:	27.0	87.0	87.0	8.7	68.6	68.6	19.1	44.3	44.3	19.1	44.3	52.9
Volume/Cap:	0.55	0.93	0.93	0.93	0.55	0.55	0.93	0.65	0.65	0.65	0.93	0.92
Uniform Del:	66.4	39.4	39.4	80.9	39.3	39.3	75.3	56.4	56.4	72.7	61.9	57.1
IncremntDel:	1.3	6.6	6.6	52.2	0.3	0.3	31.6	1.0	1.0	4.2	15.4	21.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.7	46.0	46.0	133.1	39.6	39.6	107.0	57.5	57.5	76.9	77.4	78.6
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:	67.7	46.0	46.0	133.1	39.6	39.6	107.0	57.5	57.5	76.9	77.4	78.6
LOS by Move:	E	D	D	F	D	D	F	E+	E+	E-	E-	E-
HCM2kAvgQ:	7	41	41	5	16	16	11	14	14	7	26	30

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

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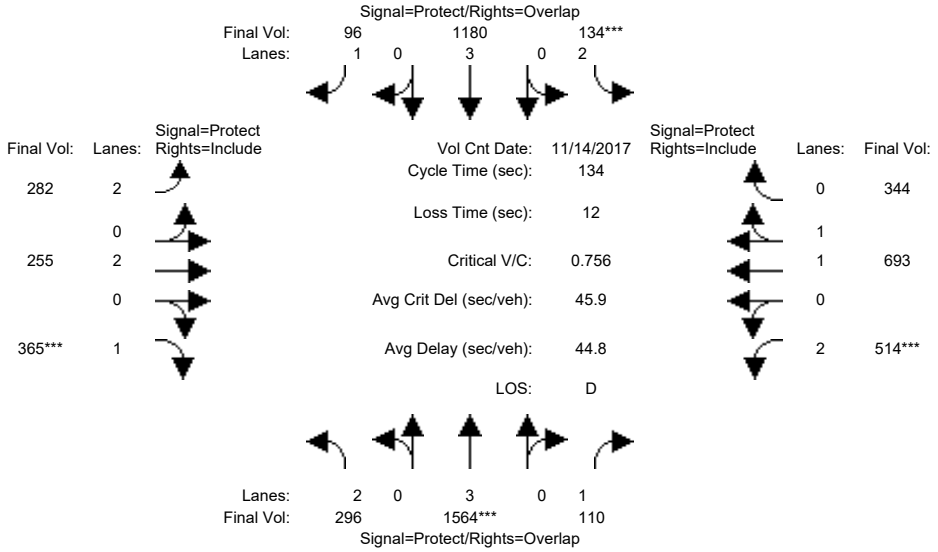
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #39: Sunnyvale-Saratoga Rd & Homestead Rd



Street Name:	Sunnyvale-Saratoga Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	296	1564	110	134	1180	96	282	255	365	514	693	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1564	110	134	1180	96	282	255	365	514	693	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1564	110	134	1180	96	282	255	365	514	693	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1564	110	134	1180	96	282	255	365	514	693	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1564	110	134	1180	96	282	255	365	514	693	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	1564	110	134	1180	96	282	255	365	514	693	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.32	0.68
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2472	1227
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.06	0.04	0.21	0.05	0.09	0.07	0.21	0.16	0.28	0.28
Crit Moves:		****		****					****	****		
Green Time:	17.5	48.6	77.5	7.5	38.6	54.6	15.9	36.9	36.9	28.9	49.9	49.9
Volume/Cap:	0.72	0.76	0.11	0.76	0.72	0.13	0.75	0.24	0.76	0.76	0.75	0.75
Uniform Del:	55.9	37.5	12.7	62.3	42.8	24.9	57.1	37.7	44.4	49.2	36.7	36.7
IncremntDel:	6.0	1.6	0.0	16.9	1.6	0.1	8.3	0.1	6.8	4.9	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	39.1	12.8	79.2	44.4	25.0	65.5	37.8	51.2	54.1	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	39.1	12.8	79.2	44.4	25.0	65.5	37.8	51.2	54.1	39.0	39.0
LOS by Move:	E	D	B	E-	D	C	E	D+	D-	D-	D	D
HCM2kAvgQ:	8	20	2	4	14	3	7	4	15	12	19	19

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

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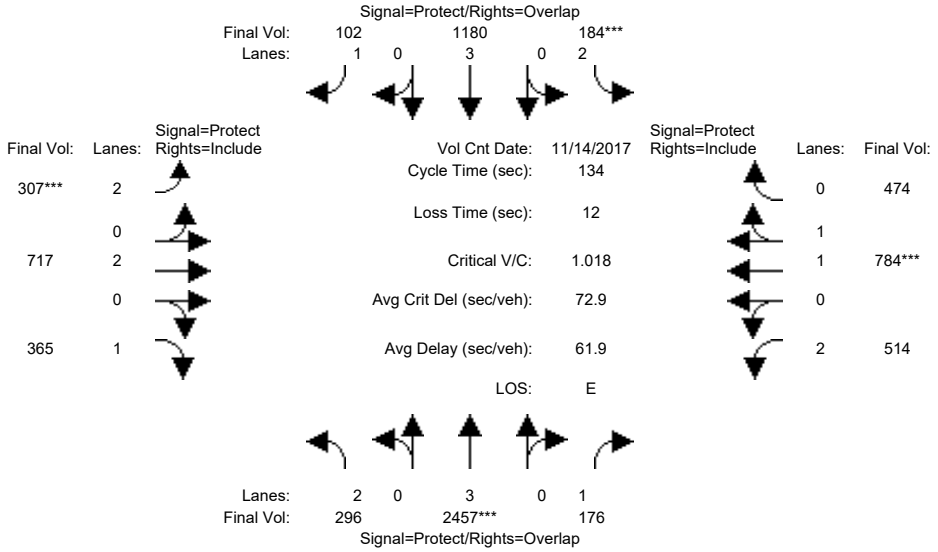
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #39: Sunnyvale-Saratoga Rd & Homestead Rd



Street Name:	Sunnyvale-Saratoga Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	296	2457	176	184	1180	102	307	717	365	514	784	474
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	2457	176	184	1180	102	307	717	365	514	784	474
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	2457	176	184	1180	102	307	717	365	514	784	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	2457	176	184	1180	102	307	717	365	514	784	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	2457	176	184	1180	102	307	717	365	514	784	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	2457	176	184	1180	102	307	717	365	514	784	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.23	0.77
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2305	1393
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.10	0.06	0.21	0.06	0.10	0.19	0.21	0.16	0.34	0.34
Crit Moves:		****			****			****			****	
Green Time:	20.1	56.7	82.0	7.7	44.3	57.1	12.8	32.3	32.3	25.3	44.8	44.8
Volume/Cap:	0.63	1.02	0.16	1.02	0.63	0.14	1.02	0.78	0.87	0.87	1.02	1.02
Uniform Del:	53.4	38.6	11.2	63.2	37.9	23.4	60.6	47.6	48.8	52.7	44.6	44.6
IncremntDel:	2.6	23.0	0.1	71.8	0.7	0.1	56.6	4.4	16.8	12.6	30.3	30.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	61.7	11.3	135.0	38.5	23.5	117.2	52.0	65.5	65.3	74.9	74.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	61.7	11.3	135.0	38.5	23.5	117.2	52.0	65.5	65.3	74.9	74.9
LOS by Move:	E+	E	B+	F	D+	C	F	D-	E	E	E	E
HCM2kAvgQ:	8	42	3	6	13	3	9	14	16	12	30	30

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

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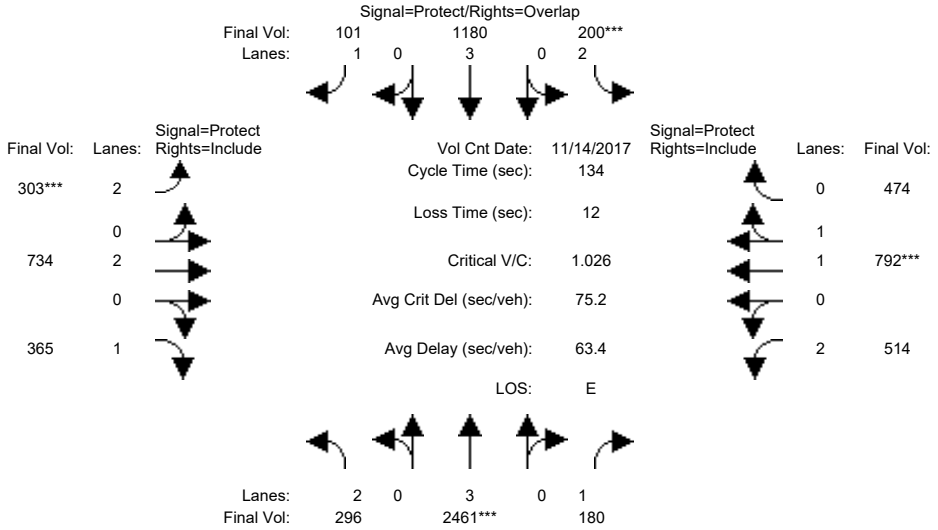
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #39: Sunnyvale-Saratoga Rd & Homestead Rd



Street Name:	Sunnyvale-Saratoga Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	296	2461	180	200	1180	101	303	734	365	514	792	474
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	2461	180	200	1180	101	303	734	365	514	792	474
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	2461	180	200	1180	101	303	734	365	514	792	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	2461	180	200	1180	101	303	734	365	514	792	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	2461	180	200	1180	101	303	734	365	514	792	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	2461	180	200	1180	101	303	734	365	514	792	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.23	0.77
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2314	1385
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.10	0.06	0.21	0.06	0.10	0.19	0.21	0.16	0.34	0.34
Crit Moves:		****			****			****			****	
Green Time:	20.2	56.4	81.6	8.3	44.5	57.1	12.6	32.1	32.1	25.1	44.7	44.7
Volume/Cap:	0.62	1.03	0.17	1.03	0.62	0.14	1.03	0.81	0.87	0.87	1.03	1.03
Uniform Del:	53.3	38.8	11.4	62.9	37.7	23.4	60.7	48.0	48.9	52.8	44.6	44.6
IncremntDel:	2.6	25.2	0.1	71.3	0.7	0.1	59.1	5.3	17.4	13.1	32.3	32.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.9	64.0	11.5	134.1	38.3	23.5	119.8	53.3	66.3	65.9	77.0	77.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	64.0	11.5	134.1	38.3	23.5	119.8	53.3	66.3	65.9	77.0	77.0
LOS by Move:	E+	E	B+	F	D+	C	F	D-	E	E	E-	E-
HCM2kAvgQ:	8	42	3	6	13	3	9	14	16	12	30	30

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

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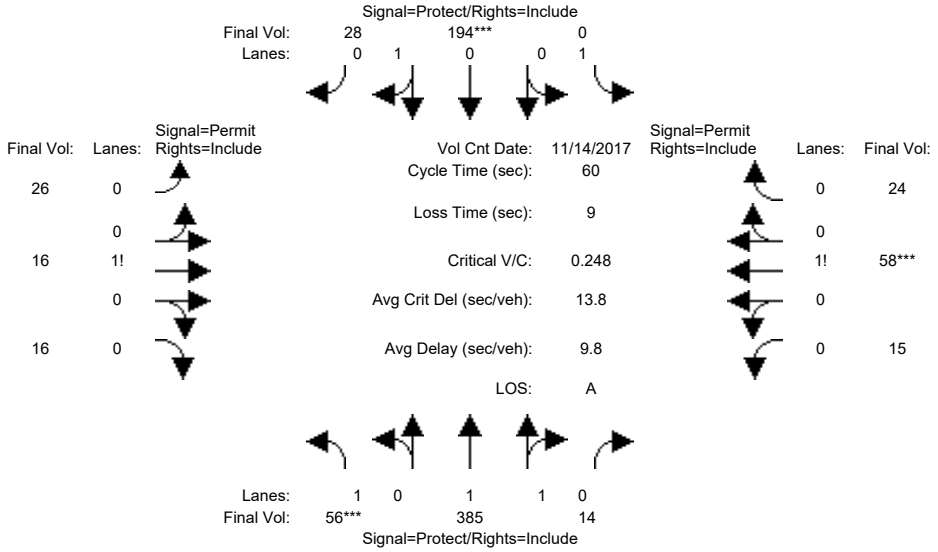
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #40: Sunnyvale Ave & McKinley Ave



Street Name:	Sunnyvale Ave						McKinley 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	56	385	14	0	194	28	26	16	16	15	58	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:	56	385	14	0	194	28	26	16	16	15	58	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:	56	385	14	0	194	28	26	16	16	15	58	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:	56	385	14	0	194	28	26	16	16	15	58	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	385	14	0	194	28	26	16	16	15	58	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:	56	385	14	0	194	28	26	16	16	15	58	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	0.87	0.13	0.45	0.28	0.27	0.15	0.60	0.25
Final Sat.:	1750	3570	130	1750	1573	227	784	483	483	271	1046	433
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.00	0.12	0.12	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:	****				****						****	
Green Time:	7.7	37.6	37.6	0.0	29.8	29.8	13.4	13.4	13.4	13.4	13.4	13.4
Volume/Cap:	0.25	0.17	0.17	0.00	0.25	0.25	0.15	0.15	0.15	0.25	0.25	0.25
Uniform Del:	23.5	4.7	4.7	0.0	8.6	8.6	18.7	18.7	18.7	19.1	19.1	19.1
IncremntDel:	0.6	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.1	4.7	4.7	0.0	8.8	8.8	18.9	18.9	18.9	19.5	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	4.7	4.7	0.0	8.8	8.8	18.9	18.9	18.9	19.5	19.5	19.5
LOS by Move:	C	A	A	A	A	A	B-	B-	B-	B-	B-	B-
HCM2kAvgQ:	1	2	2	0	3	3	1	1	1	2	2	2

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

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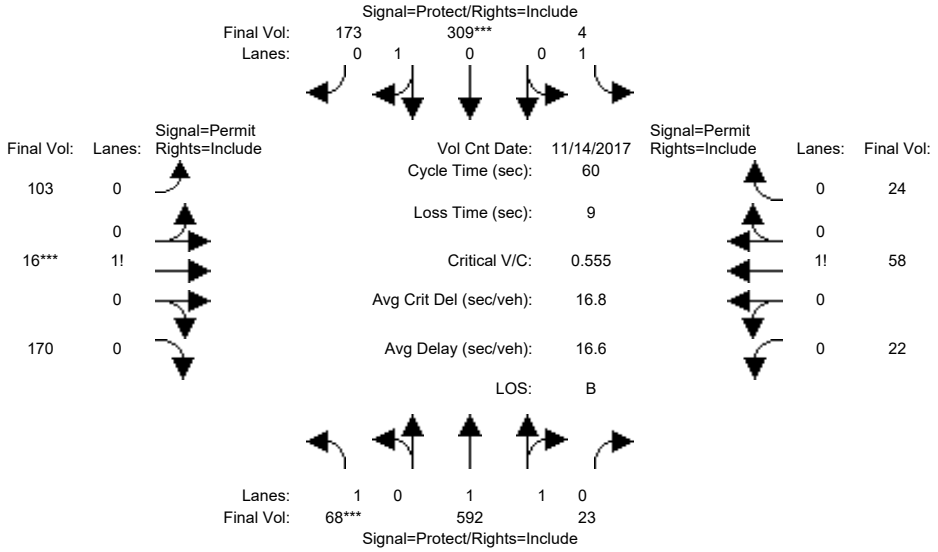
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #40: Sunnyvale Ave & McKinley Ave



Street Name:	Sunnyvale Ave						McKinley 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	68	592	23	4	309	173	103	16	170	22	58	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:	68	592	23	4	309	173	103	16	170	22	58	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:	68	592	23	4	309	173	103	16	170	22	58	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:	68	592	23	4	309	173	103	16	170	22	58	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	592	23	4	309	173	103	16	170	22	58	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:	68	592	23	4	309	173	103	16	170	22	58	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	0.64	0.36	0.36	0.05	0.59	0.21	0.56	0.23
Final Sat.:	1750	3562	138	1750	1154	646	624	97	1029	370	976	404
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.27	0.27	0.17	0.17	0.17	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	7.0	20.1	20.1	14.1	27.2	27.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.33	0.50	0.50	0.01	0.59	0.59	0.59	0.59	0.59	0.21	0.21	0.21
Uniform Del:	24.4	15.9	15.9	17.6	12.2	12.2	18.6	18.6	18.6	16.5	16.5	16.5
IncremntDel:	1.0	0.3	0.3	0.0	1.2	1.2	1.9	1.9	1.9	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.3	16.2	16.2	17.6	13.4	13.4	20.6	20.6	20.6	16.8	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	16.2	16.2	17.6	13.4	13.4	20.6	20.6	20.6	16.8	16.8	16.8
LOS by Move:	C	B	B	B	B	B	C+	C+	C+	B	B	B
HCM2kAvgQ:	2	5	5	0	8	8	6	6	6	2	2	2

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

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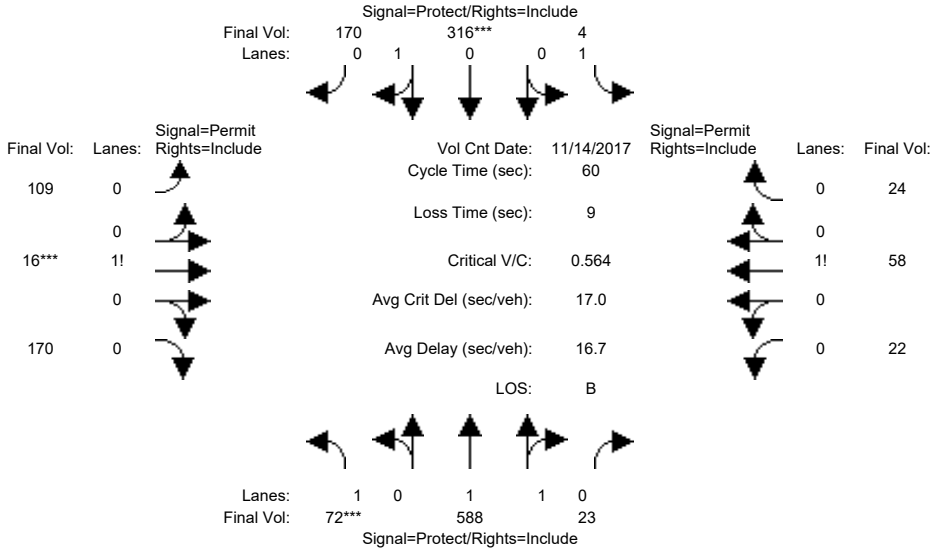
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #40: Sunnyvale Ave & McKinley Ave



Street Name:	Sunnyvale Ave						McKinley 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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	72	588	23	4	316	170	109	16	170	22	58	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:	72	588	23	4	316	170	109	16	170	22	58	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:	72	588	23	4	316	170	109	16	170	22	58	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:	72	588	23	4	316	170	109	16	170	22	58	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	588	23	4	316	170	109	16	170	22	58	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:	72	588	23	4	316	170	109	16	170	22	58	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	0.65	0.35	0.37	0.05	0.58	0.21	0.56	0.23
Final Sat.:	1750	3561	139	1750	1170	630	647	95	1008	370	976	404
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.27	0.27	0.17	0.17	0.17	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	7.0	20.1	20.1	14.0	27.1	27.1	16.9	16.9	16.9	16.9	16.9	16.9
Volume/Cap:	0.35	0.49	0.49	0.01	0.60	0.60	0.60	0.60	0.60	0.21	0.21	0.21
Uniform Del:	24.4	15.9	15.9	17.6	12.4	12.4	18.6	18.6	18.6	16.4	16.4	16.4
IncremntDel:	1.1	0.3	0.3	0.0	1.2	1.2	2.0	2.0	2.0	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.5	16.2	16.2	17.7	13.6	13.6	20.6	20.6	20.6	16.7	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	16.2	16.2	17.7	13.6	13.6	20.6	20.6	20.6	16.7	16.7	16.7
LOS by Move:	C	B	B	B	B	B	C+	C+	C+	B	B	B
HCM2kAvgQ:	2	5	5	0	8	8	6	6	6	2	2	2

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

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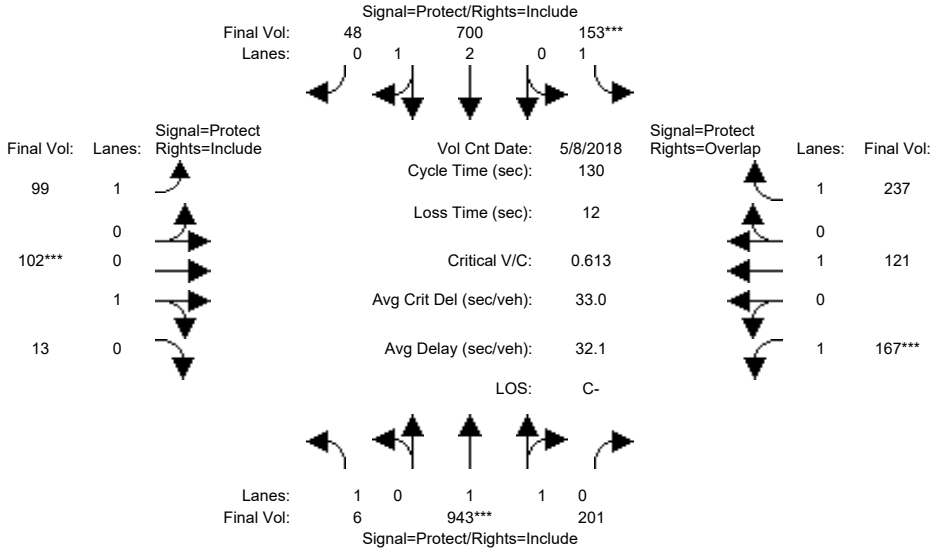
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #41: Fair Oaks Ave & Duane Ave



Street Name:	Fair Oaks Ave						Duane 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: 8 May 2018 << 7:45 AM - 8:45 AM												
Base Vol:	6	943	201	153	700	48	99	102	13	167	121	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:	6	943	201	153	700	48	99	102	13	167	121	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:	6	943	201	153	700	48	99	102	13	167	121	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:	6	943	201	153	700	48	99	102	13	167	121	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	943	201	153	700	48	99	102	13	167	121	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:	6	943	201	153	700	48	99	102	13	167	121	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	2.80	0.20	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	1750	3049	650	1750	5240	359	1750	1597	203	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.09	0.13	0.13	0.06	0.06	0.06	0.10	0.06	0.14
Crit Moves:		****		****				****		****		
Green Time:	24.2	65.6	65.6	18.6	60.0	60.0	14.3	13.6	13.6	20.3	19.5	38.0
Volume/Cap:	0.02	0.61	0.61	0.61	0.29	0.29	0.51	0.61	0.61	0.61	0.42	0.46
Uniform Del:	43.2	23.1	23.1	52.3	21.8	21.8	54.5	55.7	55.7	51.2	50.2	37.6
IncremntDel:	0.0	0.6	0.6	4.4	0.1	0.1	2.3	5.9	5.9	4.1	1.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	23.7	23.7	56.8	21.8	21.8	56.9	61.6	61.6	55.3	51.2	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	23.7	23.7	56.8	21.8	21.8	56.9	61.6	61.6	55.3	51.2	38.3
LOS by Move:	D	C	C	E+	C+	C+	E+	E	E	E+	D-	D+
HCM2kAvgQ:	0	16	16	6	6	6	5	6	6	8	5	8

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

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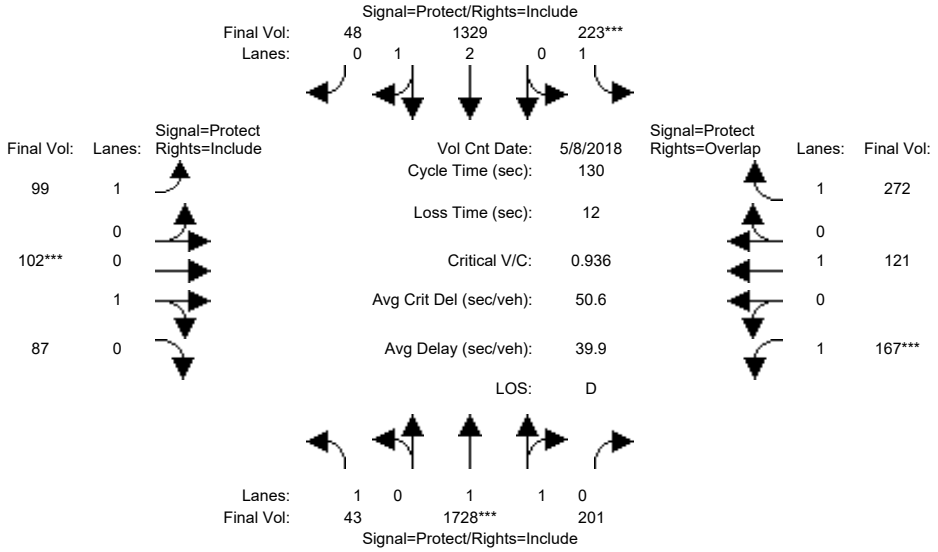
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #41: Fair Oaks Ave & Duane Ave



Street Name:	Fair Oaks Ave						Duane 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: 8 May 2018 << 7:45 AM - 8:45 AM												
Base Vol:	43	1728	201	223	1329	48	99	102	87	167	121	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1728	201	223	1329	48	99	102	87	167	121	272
Added Vol:	0	0	0	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	1728	201	223	1329	48	99	102	87	167	121	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1728	201	223	1329	48	99	102	87	167	121	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1728	201	223	1329	48	99	102	87	167	121	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1728	201	223	1329	48	99	102	87	167	121	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	2.89	0.11	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	3314	386	1750	5405	195	1750	971	829	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.52	0.13	0.25	0.25	0.06	0.11	0.11	0.10	0.06	0.16
Crit Moves:		****		****				****		****		
Green Time:	16.2	72.4	72.4	17.7	74.0	74.0	11.8	14.6	14.6	13.3	16.0	33.8
Volume/Cap:	0.20	0.94	0.94	0.94	0.43	0.43	0.62	0.94	0.94	0.94	0.52	0.60
Uniform Del:	51.1	26.6	26.6	55.6	16.0	16.0	57.0	57.2	57.2	57.9	53.3	42.2
IncremntDel:	0.4	8.7	8.7	40.8	0.1	0.1	7.5	45.3	45.3	48.9	2.0	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.5	35.4	35.4	96.4	16.1	16.1	64.4	103	102.5	106.9	55.3	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	35.4	35.4	96.4	16.1	16.1	64.4	103	102.5	106.9	55.3	44.4
LOS by Move:	D-	D+	D+	F	B	B	E	F	F	F	E+	D
HCM2kAvgQ:	2	40	40	11	10	10	5	11	11	11	5	11

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

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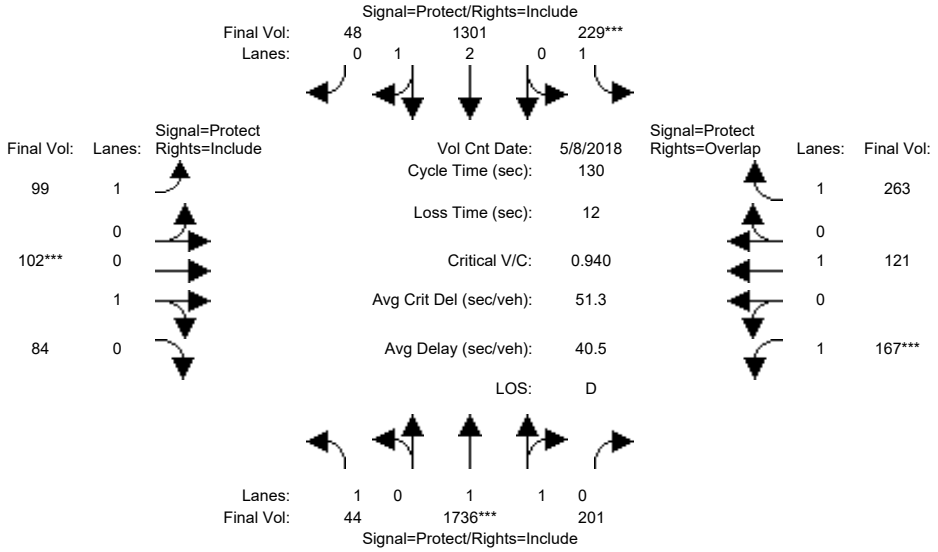
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #41: Fair Oaks Ave & Duane Ave



Street Name:	Fair Oaks Ave						Duane 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: 8 May 2018 << 7:45 AM - 8:45 AM												
Base Vol:	44	1736	201	229	1301	48	99	102	84	167	121	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1736	201	229	1301	48	99	102	84	167	121	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1736	201	229	1301	48	99	102	84	167	121	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1736	201	229	1301	48	99	102	84	167	121	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1736	201	229	1301	48	99	102	84	167	121	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1736	201	229	1301	48	99	102	84	167	121	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	2.89	0.11	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1750	3316	384	1750	5400	199	1750	987	813	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.52	0.13	0.24	0.24	0.06	0.10	0.10	0.10	0.06	0.15
Crit Moves:		****		****				****		****		
Green Time:	16.5	72.4	72.4	18.1	74.0	74.0	11.6	14.3	14.3	13.2	15.8	33.9
Volume/Cap:	0.20	0.94	0.94	0.94	0.42	0.42	0.63	0.94	0.94	0.94	0.52	0.58
Uniform Del:	50.8	26.8	26.8	55.4	15.9	15.9	57.1	57.4	57.4	58.0	53.5	41.8
IncremntDel:	0.4	9.2	9.2	41.3	0.1	0.1	8.1	47.0	47.0	50.2	2.2	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.2	36.0	36.0	96.7	16.0	16.0	65.2	104	104.4	108.2	55.7	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	36.0	36.0	96.7	16.0	16.0	65.2	104	104.4	108.2	55.7	43.6
LOS by Move:	D-	D+	D+	F	B	B	E	F	F	F	E+	D
HCM2kAvgQ:	2	40	40	11	10	10	5	11	11	11	5	10

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

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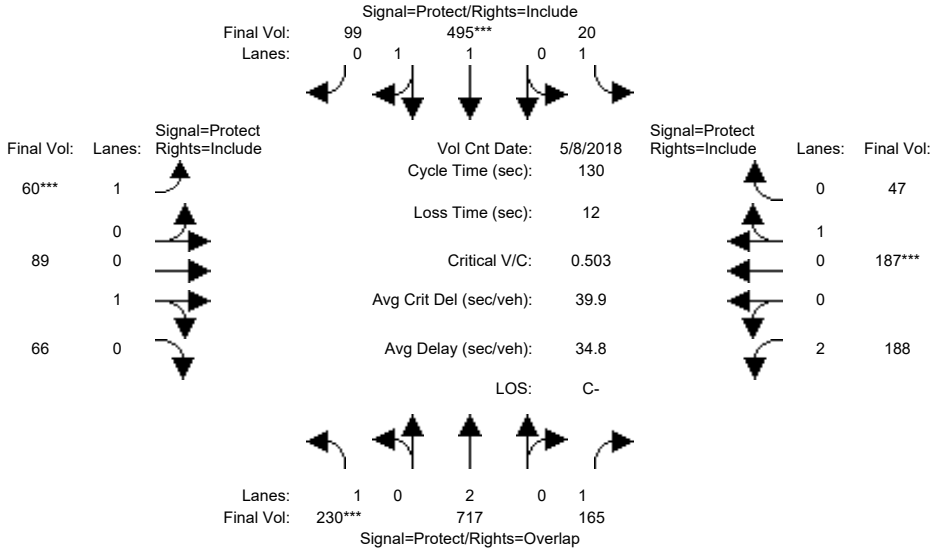
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:15 AM - 9:15 AM												
Base Vol:	230	717	165	20	495	99	60	89	66	188	187	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:	230	717	165	20	495	99	60	89	66	188	187	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:	230	717	165	20	495	99	60	89	66	188	187	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:	230	717	165	20	495	99	60	89	66	188	187	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	717	165	20	495	99	60	89	66	188	187	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:	230	717	165	20	495	99	60	89	66	188	187	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	0.57	0.43	2.00	0.80	0.20
Final Sat.:	1750	3800	1750	1750	3083	617	1750	1034	766	3150	1438	362
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.09	0.01	0.16	0.16	0.03	0.09	0.09	0.06	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	34.0	58.7	76.1	16.8	41.5	41.5	8.9	25.1	25.1	17.4	33.6	33.6
Volume/Cap:	0.50	0.42	0.16	0.09	0.50	0.50	0.50	0.45	0.45	0.45	0.50	0.50
Uniform Del:	40.8	24.1	12.3	49.9	35.9	35.9	58.4	46.3	46.3	51.9	41.1	41.1
IncremntDel:	0.9	0.2	0.1	0.2	0.3	0.3	3.4	0.9	0.9	0.8	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	24.2	12.4	50.1	36.2	36.2	61.8	47.2	47.2	52.6	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	24.2	12.4	50.1	36.2	36.2	61.8	47.2	47.2	52.6	41.9	41.9
LOS by Move:	D	C	B	D	D+	D+	E	D	D	D-	D	D
HCM2kAvgQ:	8	9	3	1	10	10	3	6	6	4	8	8

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

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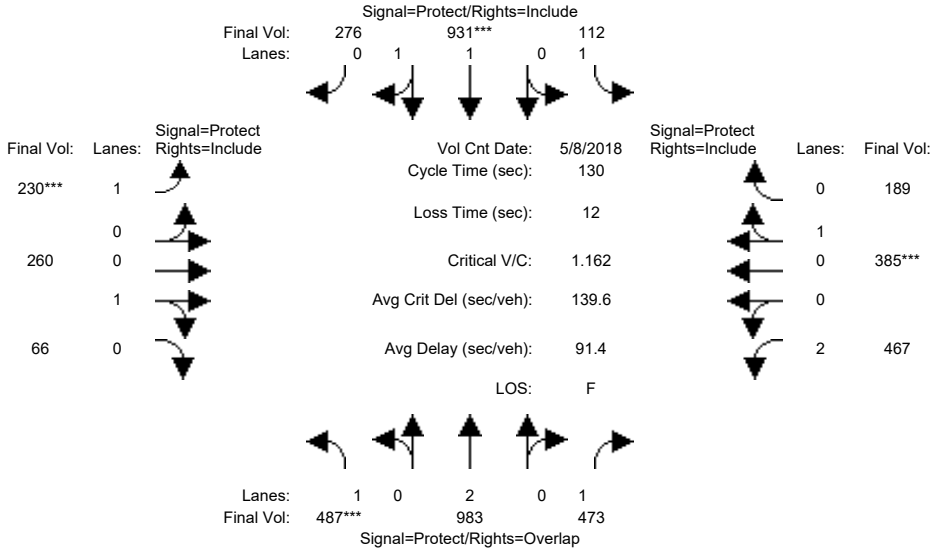
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:15 AM - 9:15 AM												
Base Vol:	487	983	473	112	931	276	230	260	66	467	385	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	983	473	112	931	276	230	260	66	467	385	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	983	473	112	931	276	230	260	66	467	385	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	983	473	112	931	276	230	260	66	467	385	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	983	473	112	931	276	230	260	66	467	385	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	983	473	112	931	276	230	260	66	467	385	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	0.80	0.20	2.00	0.67	0.33
Final Sat.:	1750	3800	1750	1750	2853	846	1750	1436	364	3150	1207	593
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.27	0.06	0.33	0.33	0.13	0.18	0.18	0.15	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	31.1	54.2	76.9	13.4	36.5	36.5	14.7	27.7	27.7	22.7	35.7	35.7
Volume/Cap:	1.16	0.62	0.46	0.62	1.16	1.16	1.16	0.85	0.85	0.85	1.16	1.16
Uniform Del:	49.4	29.8	14.9	55.9	46.8	46.8	57.6	49.2	49.2	52.0	47.2	47.2
IncremntDel:	96.3	0.8	0.3	6.5	83.8	83.8	114.5	16.3	16.3	12.0	93.4	93.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	145.7	30.6	15.2	62.3	131	130.5	172.2	65.4	65.4	64.0	141	140.5
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:	145.7	30.6	15.2	62.3	131	130.5	172.2	65.4	65.4	64.0	141	140.5
LOS by Move:	F	C	B	E	F	F	F	E	E	E	F	F
HCM2kAvgQ:	30	15	11	6	38	38	17	16	16	12	35	35

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

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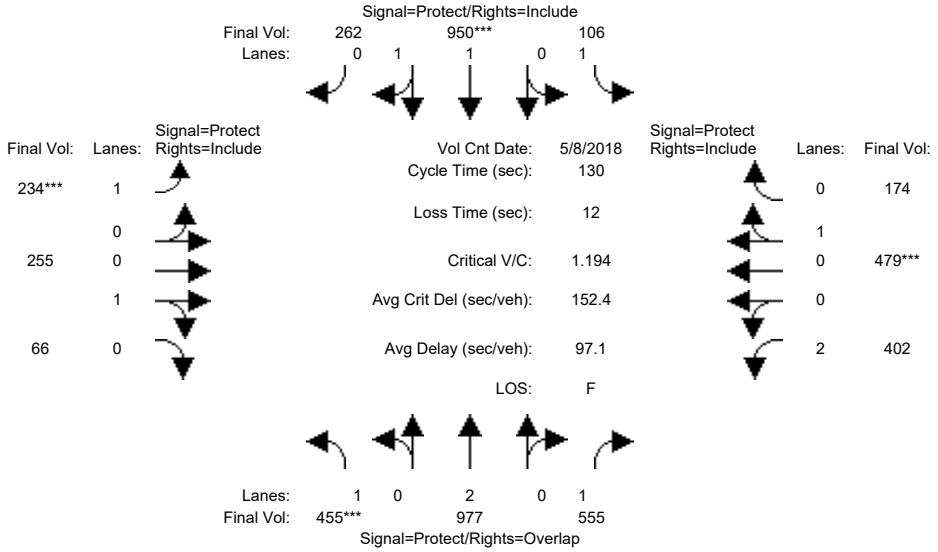
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:15 AM - 9:15 AM												
Base Vol:	455	977	555	106	950	262	234	255	66	402	479	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	977	555	106	950	262	234	255	66	402	479	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	977	555	106	950	262	234	255	66	402	479	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	977	555	106	950	262	234	255	66	402	479	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	977	555	106	950	262	234	255	66	402	479	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	977	555	106	950	262	234	255	66	402	479	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	0.79	0.21	2.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	2900	800	1750	1430	370	3150	1320	480
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.32	0.06	0.33	0.33	0.13	0.18	0.18	0.13	0.36	0.36
Crit Moves:	****				****		****				****	
Green Time:	28.3	51.8	74.3	12.2	35.7	35.7	14.6	31.5	31.5	22.5	39.5	39.5
Volume/Cap:	1.19	0.65	0.55	0.65	1.19	1.19	1.19	0.74	0.74	0.74	1.19	1.19
Uniform Del:	50.9	31.7	17.5	56.8	47.2	47.2	57.7	45.4	45.4	50.9	45.3	45.3
IncremntDel:	110.5	1.0	0.7	8.6	97.3	97.3	126.5	6.4	6.4	5.2	104	104.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	161.3	32.7	18.2	65.4	144	144.4	184.2	51.9	51.9	56.1	150	149.7
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:	161.3	32.7	18.2	65.4	144	144.4	184.2	51.9	51.9	56.1	150	149.7
LOS by Move:	F	C-	B-	E	F	F	F	D-	D-	E+	F	F
HCM2kAvgQ:	30	15	14	6	40	40	18	14	14	9	42	42

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

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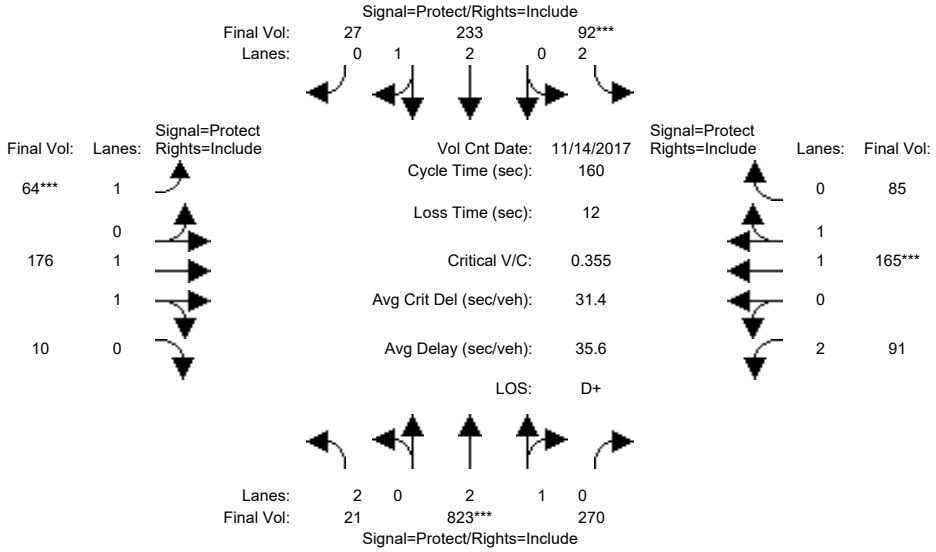
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	21	823	270	92	233	27	64	176	10	91	165	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:	21	823	270	92	233	27	64	176	10	91	165	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:	21	823	270	92	233	27	64	176	10	91	165	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:	21	823	270	92	233	27	64	176	10	91	165	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	823	270	92	233	27	64	176	10	91	165	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:	21	823	270	92	233	27	64	176	10	91	165	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.23	0.77	2.00	2.68	0.32	1.00	1.89	0.11	2.00	1.30	0.70
Final Sat.:	3150	4215	1383	3150	5018	581	1750	3501	199	3150	2441	1258
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.03	0.05	0.05	0.04	0.05	0.05	0.03	0.07	0.07
Crit Moves:		****		****			****				****	
Green Time:	41.6	87.9	87.9	13.2	59.5	59.5	16.5	27.6	27.6	19.3	30.4	30.4
Volume/Cap:	0.03	0.36	0.36	0.36	0.12	0.12	0.36	0.29	0.29	0.24	0.36	0.36
Uniform Del:	44.1	20.2	20.2	69.4	33.1	33.1	66.8	57.7	57.7	63.7	56.3	56.3
IncremntDel:	0.0	0.1	0.1	0.8	0.0	0.0	1.2	0.3	0.3	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	20.2	20.2	70.3	33.2	33.2	68.0	57.9	57.9	64.0	56.6	56.6
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:	44.1	20.2	20.2	70.3	33.2	33.2	68.0	57.9	57.9	64.0	56.6	56.6
LOS by Move:	D	C+	C+	E	C-	C-	E	E+	E+	E	E+	E+
HCM2kAvgQ:	0	10	10	3	3	3	3	4	4	2	5	5

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

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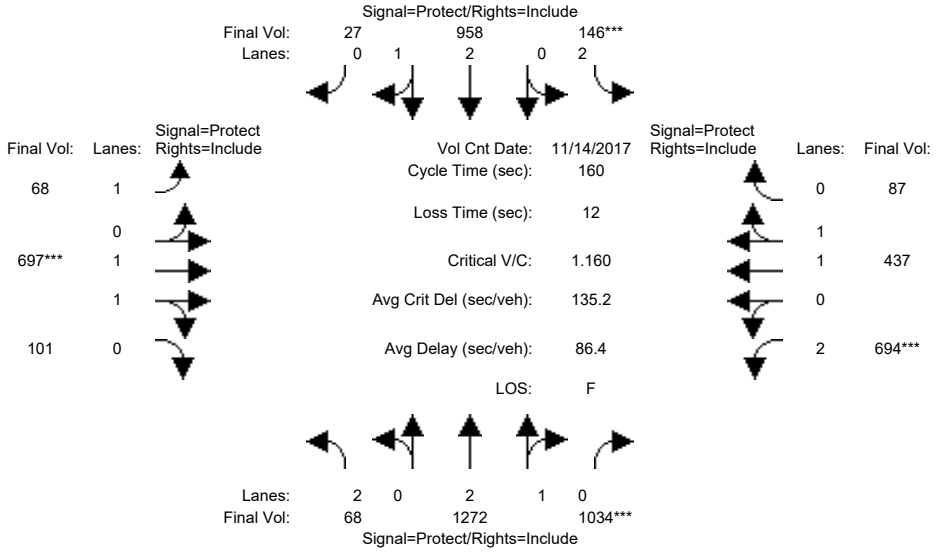
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	68	1272	1034	146	958	27	68	697	101	694	437	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1272	1034	146	958	27	68	697	101	694	437	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1272	1034	146	958	27	68	697	101	694	437	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1272	1034	146	958	27	68	697	101	694	437	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1272	1034	146	958	27	68	697	101	694	437	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1272	1034	146	958	27	68	697	101	694	437	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.91	0.09	1.00	1.74	0.26	2.00	1.66	0.34
Final Sat.:	3150	3800	1750	3150	5446	153	1750	3231	468	3150	3085	614
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.59	0.05	0.18	0.18	0.04	0.22	0.22	0.22	0.14	0.14
Crit Moves:			****	****				****		****		
Green Time:	17.6	81.1	81.1	7.0	70.6	70.6	14.1	29.6	29.6	30.3	45.7	45.7
Volume/Cap:	0.20	0.66	1.17	1.06	0.40	0.40	0.44	1.17	1.17	1.17	0.50	0.50
Uniform Del:	64.8	29.2	39.4	76.5	30.3	30.3	69.2	65.2	65.2	64.9	47.5	47.5
IncremntDel:	0.3	0.5	80.3	93.4	0.1	0.1	2.0	89.7	89.7	91.7	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.1	29.7	119.7	169.9	30.4	30.4	71.2	155	154.9	156.5	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	29.7	119.7	169.9	30.4	30.4	71.2	155	154.9	156.5	47.9	47.9
LOS by Move:	E	C	F	F	C	C	E	F	F	F	D	D
HCM2kAvgQ:	2	22	74	6	11	11	3	27	27	29	11	11

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

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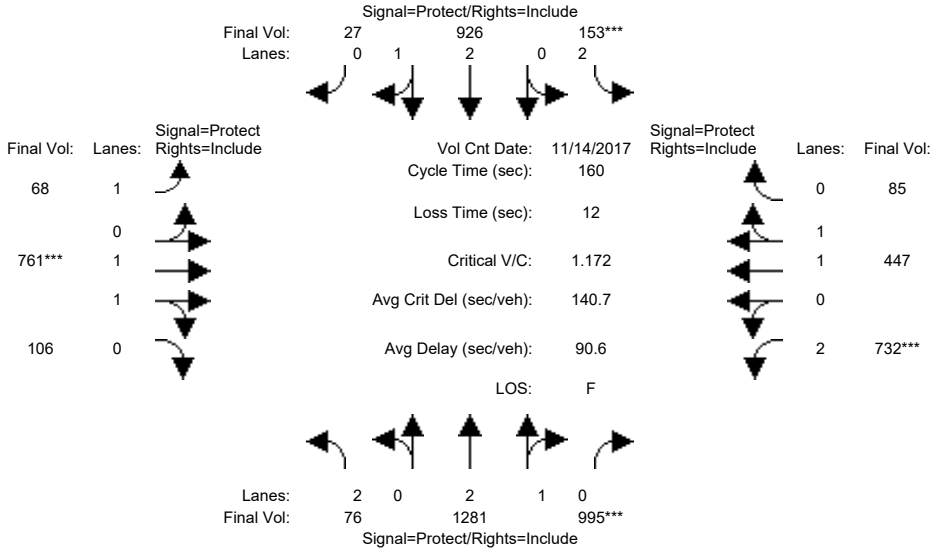
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.91	0.09	1.00	1.75	0.25	2.00	1.67	0.33
Final Sat.:	3150	3800	1750	3150	5441	159	1750	3247	452	3150	3108	591
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.57	0.05	0.17	0.17	0.04	0.23	0.23	0.23	0.14	0.14
Crit Moves:			****	****				****		****		
Green Time:	17.3	77.4	77.4	7.0	67.2	67.2	14.8	31.9	31.9	31.6	48.7	48.7
Volume/Cap:	0.22	0.70	1.17	1.11	0.41	0.41	0.42	1.17	1.17	1.17	0.47	0.47
Uniform Del:	65.2	32.1	41.3	76.5	32.5	32.5	68.5	64.0	64.0	64.2	45.2	45.2
IncremntDel:	0.3	0.7	84.5	109.3	0.1	0.1	1.8	92.6	92.6	94.8	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.6	32.8	125.8	185.8	32.6	32.6	70.3	157	156.6	159.0	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	32.8	125.8	185.8	32.6	32.6	70.3	157	156.6	159.0	45.5	45.5
LOS by Move:	E	C-	F	F	C-	C-	E	F	F	F	D	D
HCM2kAvgQ:	2	24	72	6	11	11	3	30	30	31	10	10

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

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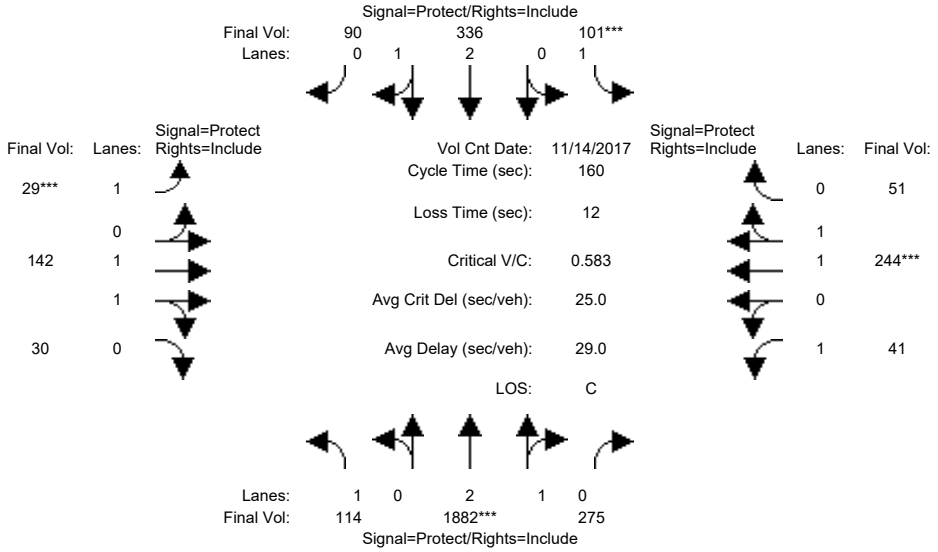
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00AM												
Base Vol:	114	1882	275	101	336	90	29	142	30	41	244	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:	114	1882	275	101	336	90	29	142	30	41	244	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:	114	1882	275	101	336	90	29	142	30	41	244	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:	114	1882	275	101	336	90	29	142	30	41	244	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1882	275	101	336	90	29	142	30	41	244	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:	114	1882	275	101	336	90	29	142	30	41	244	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.60	0.40	1.00	2.34	0.66	1.00	1.64	0.36	1.00	1.64	0.36
Final Sat.:	1750	4885	714	1750	4415	1183	1750	3054	645	1750	3060	640
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.06	0.08	0.08	0.02	0.05	0.05	0.02	0.08	0.08
Crit Moves:		****			****			****			****	
Green Time:	55.1	104	103.9	15.6	64.4	64.4	7.0	16.8	16.8	11.7	21.5	21.5
Volume/Cap:	0.19	0.59	0.59	0.59	0.19	0.19	0.38	0.44	0.44	0.32	0.59	0.59
Uniform Del:	36.8	16.0	16.0	69.2	30.9	30.9	74.4	67.2	67.2	70.3	65.1	65.1
IncremntDel:	0.2	0.3	0.3	5.5	0.0	0.0	3.1	0.8	0.8	1.4	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.9	16.3	16.3	74.7	31.0	31.0	77.5	68.0	68.0	71.8	67.1	67.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	16.3	16.3	74.7	31.0	31.0	77.5	68.0	68.0	71.8	67.1	67.1
LOS by Move:	D+	B	B	E	C	C	E-	E	E	E	E	E
HCM2kAvgQ:	4	20	20	5	4	4	1	4	4	2	7	7

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

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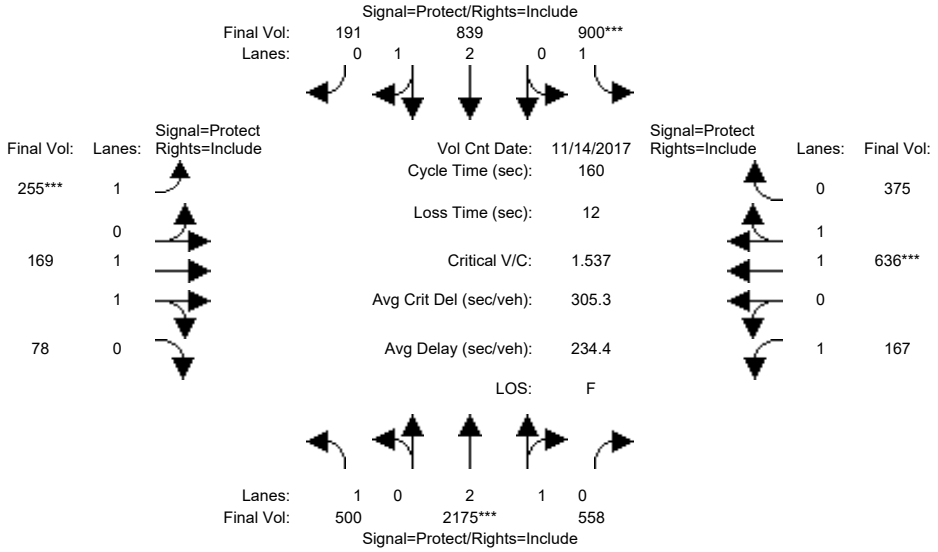
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00AM												
Base Vol:	500	2175	558	900	839	191	255	169	78	167	636	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:	500	2175	558	900	839	191	255	169	78	167	636	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:	500	2175	558	900	839	191	255	169	78	167	636	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:	500	2175	558	900	839	191	255	169	78	167	636	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	2175	558	900	839	191	255	169	78	167	636	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:	500	2175	558	900	839	191	255	169	78	167	636	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.37	0.63	1.00	2.42	0.58	1.00	1.35	0.65	1.00	1.24	0.76
Final Sat.:	1750	4455	1143	1750	4560	1038	1750	2531	1168	1750	2327	1372
Capacity Analysis Module:												
Vol/Sat:	0.29	0.49	0.49	0.51	0.18	0.18	0.15	0.07	0.07	0.10	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	63.5	50.8	50.8	53.5	40.9	40.9	15.2	18.0	18.0	25.7	28.5	28.5
Volume/Cap:	0.72	1.54	1.54	1.54	0.72	0.72	1.54	0.59	0.59	0.59	1.54	1.54
Uniform Del:	40.8	54.6	54.6	53.2	54.3	54.3	72.4	67.6	67.6	62.3	65.8	65.8
IncremntDel:	3.7	244	244.4	250.1	1.8	1.8	269.4	2.3	2.3	3.4	249	249.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.4	299	299.0	303.3	56.2	56.2	341.8	69.9	69.9	65.8	315	314.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	299	299.0	303.3	56.2	56.2	341.8	69.9	69.9	65.8	315	314.9
LOS by Move:	D	F	F	F	E+	E+	F	E	E	E	F	F
HCM2kAvgQ:	21	82	82	88	16	16	25	6	6	8	47	47

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

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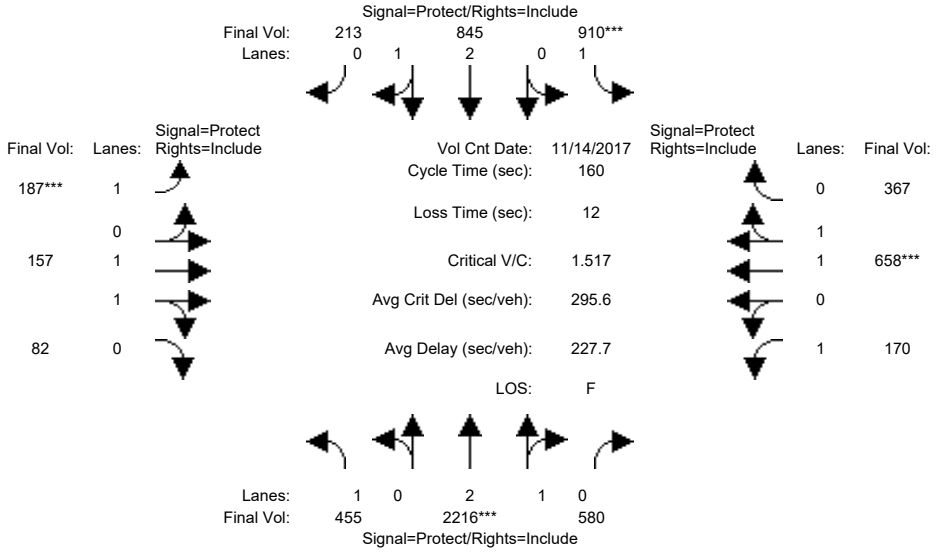
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00AM												
Base Vol:	455	2216	580	910	845	213	187	157	82	170	658	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	2216	580	910	845	213	187	157	82	170	658	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	2216	580	910	845	213	187	157	82	170	658	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	2216	580	910	845	213	187	157	82	170	658	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	2216	580	910	845	213	187	157	82	170	658	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	2216	580	910	845	213	187	157	82	170	658	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.35	0.65	1.00	2.37	0.63	1.00	1.30	0.70	1.00	1.26	0.74
Final Sat.:	1750	4437	1161	1750	4471	1127	1750	2430	1269	1750	2374	1324
Capacity Analysis Module:												
Vol/Sat:	0.26	0.50	0.50	0.52	0.19	0.19	0.11	0.06	0.06	0.10	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	62.3	52.7	52.7	54.8	45.3	45.3	11.3	16.2	16.2	24.3	29.2	29.2
Volume/Cap:	0.67	1.52	1.52	1.52	0.67	0.67	1.52	0.64	0.64	0.64	1.52	1.52
Uniform Del:	40.3	53.7	53.7	52.6	50.7	50.7	74.4	69.1	69.1	63.7	65.4	65.4
IncremntDel:	2.6	236	235.6	241.3	1.1	1.1	269.7	3.7	3.7	5.1	240	240.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	289	289.3	293.8	51.8	51.8	344.1	72.8	72.8	68.9	306	305.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	289	289.3	293.8	51.8	51.8	344.1	72.8	72.8	68.9	306	305.7
LOS by Move:	D	F	F	F	D-	D-	F	E	E	E	F	F
HCM2kAvgQ:	18	83	83	88	15	15	18	6	6	8	47	47

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

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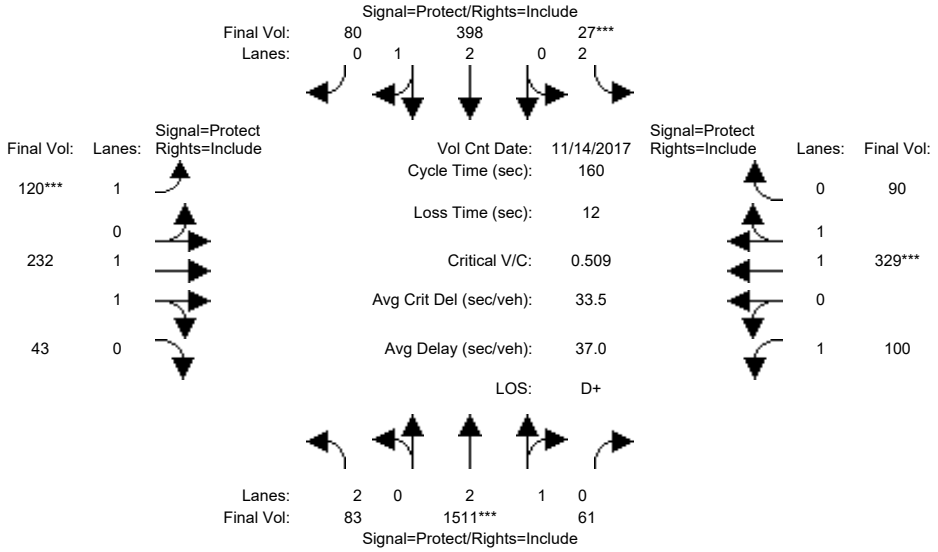
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	83	1511	61	27	398	80	120	232	43	100	329	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1511	61	27	398	80	120	232	43	100	329	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1511	61	27	398	80	120	232	43	100	329	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1511	61	27	398	80	120	232	43	100	329	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1511	61	27	398	80	120	232	43	100	329	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1511	61	27	398	80	120	232	43	100	329	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.88	0.12	2.00	2.48	0.52	1.00	1.68	0.32	1.00	1.56	0.44
Final Sat.:	3150	5382	217	3150	4662	937	1750	3121	578	1750	2905	795
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.01	0.09	0.09	0.07	0.07	0.07	0.06	0.11	0.11
Crit Moves:		****			****			****			****	
Green Time:	31.4	85.6	85.6	7.0	61.2	61.2	20.9	31.3	31.3	24.1	34.5	34.5
Volume/Cap:	0.13	0.52	0.52	0.20	0.22	0.22	0.52	0.38	0.38	0.38	0.52	0.52
Uniform Del:	53.1	24.1	24.1	73.8	33.3	33.3	64.9	55.9	55.9	61.2	55.5	55.5
IncremntDel:	0.1	0.2	0.2	0.7	0.1	0.1	2.2	0.3	0.3	0.9	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.2	24.2	24.2	74.5	33.4	33.4	67.2	56.2	56.2	62.1	56.1	56.1
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:	53.2	24.2	24.2	74.5	33.4	33.4	67.2	56.2	56.2	62.1	56.1	56.1
LOS by Move:	D-	C	C	E	C-	C-	E	E+	E+	E	E+	E+
HCM2kAvgQ:	2	16	16	1	5	5	6	6	6	5	9	9

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

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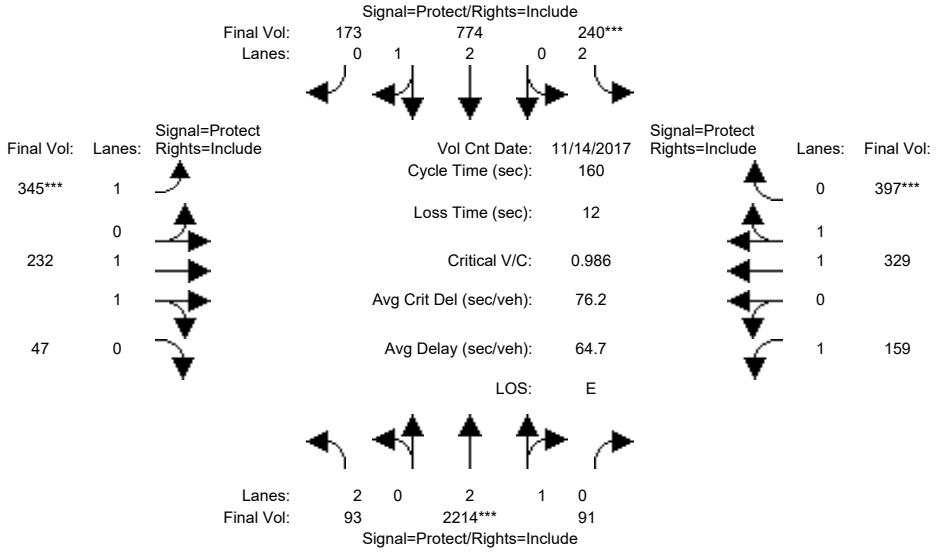
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	93	2214	91	240	774	173	345	232	47	159	329	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	2214	91	240	774	173	345	232	47	159	329	397
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	2214	91	240	774	173	345	232	47	159	329	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	2214	91	240	774	173	345	232	47	159	329	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	2214	91	240	774	173	345	232	47	159	329	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	2214	91	240	774	173	345	232	47	159	329	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.88	0.12	2.00	2.43	0.57	1.00	1.65	0.35	1.00	1.00	1.00
Final Sat.:	3150	5379	221	3150	4576	1023	1750	3076	623	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.08	0.17	0.17	0.20	0.08	0.08	0.09	0.17	0.23
Crit Moves:		****			****			****				****
Green Time:	16.3	66.8	66.8	12.4	62.9	62.9	32.0	31.2	31.2	37.6	36.8	36.8
Volume/Cap:	0.29	0.99	0.99	0.99	0.43	0.43	0.99	0.39	0.39	0.39	0.75	0.99
Uniform Del:	66.5	46.1	46.1	73.7	35.5	35.5	63.8	56.1	56.1	51.5	57.3	61.3
IncremntDel:	0.5	15.3	15.3	53.5	0.1	0.1	44.1	0.3	0.3	0.6	3.4	29.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.0	61.5	61.5	127.2	35.6	35.6	107.9	56.4	56.4	52.1	60.7	90.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	61.5	61.5	127.2	35.6	35.6	107.9	56.4	56.4	52.1	60.7	90.8
LOS by Move:	E	E	E	F	D+	D+	F	E+	E+	D-	E	F
HCM2kAvgQ:	2	38	38	9	11	11	21	6	6	7	15	24

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

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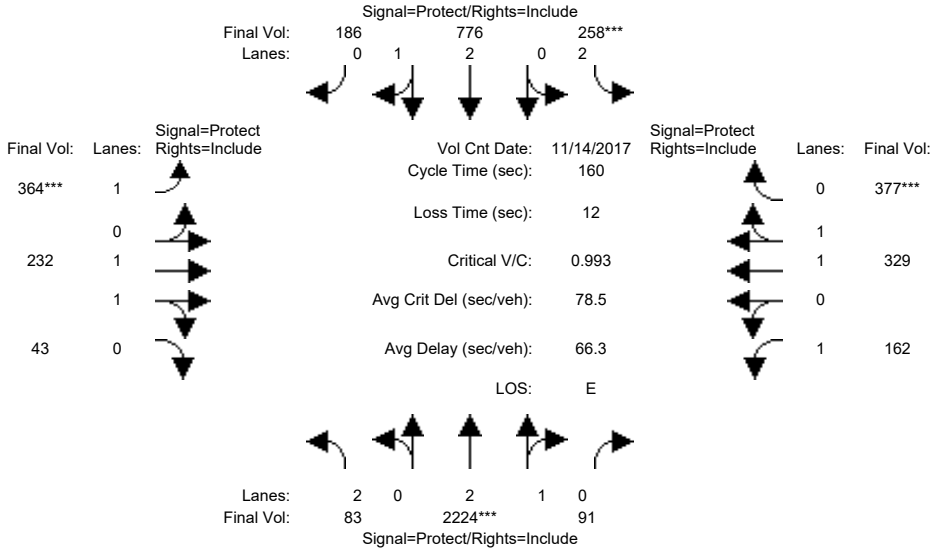
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	83	2224	91	258	776	186	364	232	43	162	329	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2224	91	258	776	186	364	232	43	162	329	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2224	91	258	776	186	364	232	43	162	329	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	2224	91	258	776	186	364	232	43	162	329	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2224	91	258	776	186	364	232	43	162	329	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	2224	91	258	776	186	364	232	43	162	329	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.88	0.12	2.00	2.40	0.60	1.00	1.68	0.32	1.00	1.00	1.00
Final Sat.:	3150	5380	220	3150	4516	1082	1750	3121	578	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.08	0.17	0.17	0.21	0.07	0.07	0.09	0.17	0.22
Crit Moves:		****		****			****					****
Green Time:	16.2	66.6	66.6	13.2	63.6	63.6	33.5	30.4	30.4	37.8	34.7	34.7
Volume/Cap:	0.26	0.99	0.99	0.99	0.43	0.43	0.99	0.39	0.39	0.39	0.80	0.99
Uniform Del:	66.4	46.5	46.5	73.4	35.1	35.1	63.1	56.7	56.7	51.4	59.3	62.5
IncremntDel:	0.4	17.0	17.0	53.9	0.1	0.1	45.1	0.4	0.4	0.6	5.2	32.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.8	63.5	63.5	127.2	35.2	35.2	108.2	57.1	57.1	52.0	64.5	94.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	63.5	63.5	127.2	35.2	35.2	108.2	57.1	57.1	52.0	64.5	94.5
LOS by Move:	E	E	E	F	D+	D+	F	E+	E+	D-	E	F
HCM2kAvgQ:	2	39	39	9	11	11	22	6	6	7	15	23

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

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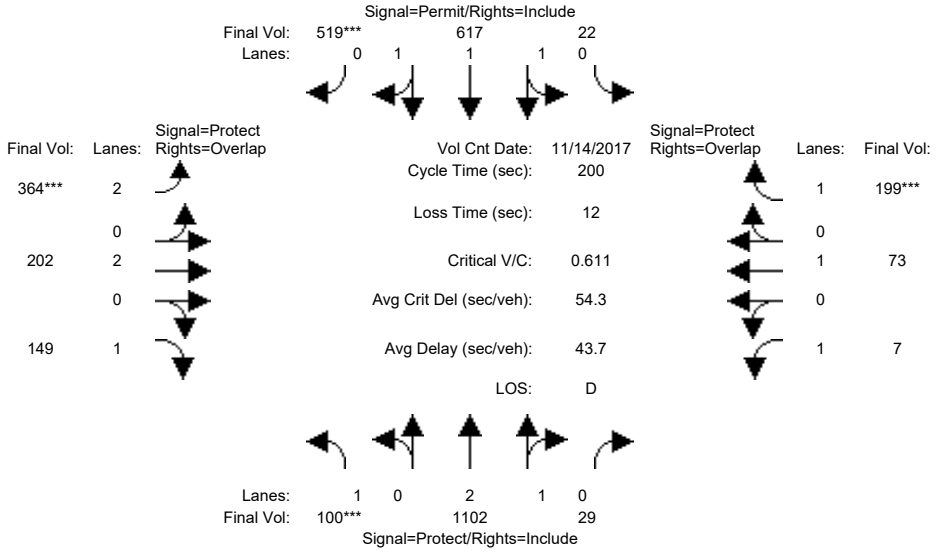
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #46: Wolfe Rd & Fremont Ave



Street Name:	Wolfe Rd						Fremont 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	100	1102	29	22	617	519	364	202	149	7	73	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1102	29	22	617	519	364	202	149	7	73	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1102	29	22	617	519	364	202	149	7	73	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1102	29	22	617	519	364	202	149	7	73	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1102	29	22	617	519	364	202	149	7	73	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1102	29	22	617	519	364	202	149	7	73	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5456	144	128	3593	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.17	0.17	0.29	0.12	0.05	0.09	0.00	0.04	0.11
Crit Moves:	****					****	****					****
Green Time:	18.7	113	113.0	94.3	94.3	94.3	37.8	45.2	63.9	29.8	37.2	37.2
Volume/Cap:	0.61	0.36	0.36	0.36	0.36	0.61	0.61	0.24	0.27	0.03	0.21	0.61
Uniform Del:	87.2	23.7	23.7	33.7	33.7	39.2	74.4	63.3	50.6	72.7	68.9	74.8
IncremntDel:	6.6	0.1	0.1	0.1	0.1	0.6	1.9	0.1	0.3	0.0	0.3	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.8	23.8	23.8	33.8	33.8	39.8	76.2	63.4	50.9	72.8	69.2	78.2
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:	93.8	23.8	23.8	33.8	33.8	39.8	76.2	63.4	50.9	72.8	69.2	78.2
LOS by Move:	F	C	C	C-	C-	D	E-	E	D	E	E	E-
HCM2kAvgQ:	6	12	12	12	12	24	12	5	7	0	4	12

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

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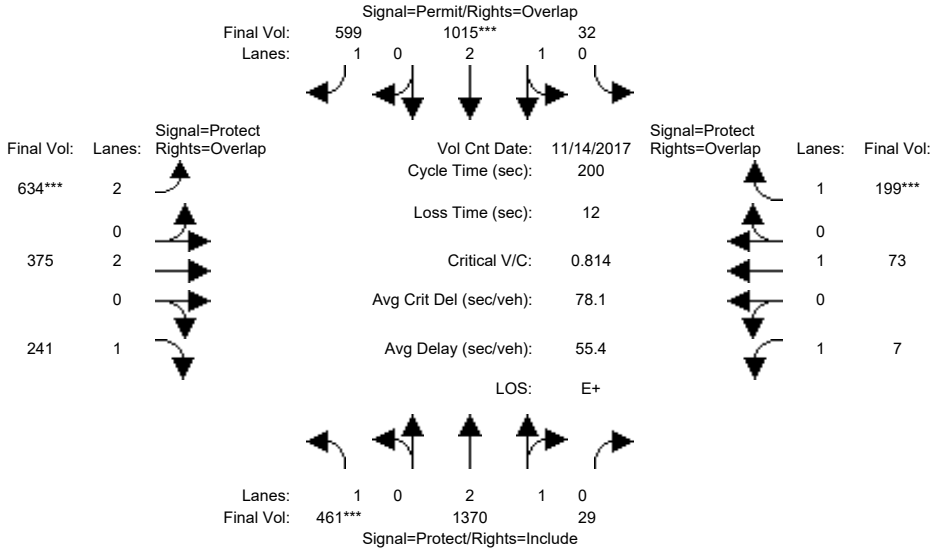
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #46: Wolfe Rd & Fremont Ave



Street Name:	Wolfe Rd						Fremont 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	461	1370	29	32	1015	599	634	375	241	7	73	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	1370	29	32	1015	599	634	375	241	7	73	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	1370	29	32	1015	599	634	375	241	7	73	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	1370	29	32	1015	599	634	375	241	7	73	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	1370	29	32	1015	599	634	375	241	7	73	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	1370	29	32	1015	599	634	375	241	7	73	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.94	0.06	0.10	2.90	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5484	116	171	5429	1750	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.25	0.19	0.19	0.34	0.20	0.10	0.14	0.00	0.04	0.11
Crit Moves:	****				****		****					****
Green Time:	64.7	111	110.6	45.9	45.9	95.4	49.4	57.1	121.8	20.3	27.9	27.9
Volume/Cap:	0.81	0.45	0.45	0.81	0.81	0.72	0.81	0.35	0.23	0.04	0.28	0.81
Uniform Del:	62.1	26.6	26.6	73.0	73.0	41.6	71.0	56.6	17.7	81.1	77.0	83.5
IncremntDel:	8.9	0.1	0.1	4.1	4.1	3.0	6.6	0.2	0.1	0.1	0.6	18.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.0	26.7	26.7	77.1	77.1	44.6	77.6	56.8	17.8	81.2	77.5	102.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	26.7	26.7	77.1	77.1	44.6	77.6	56.8	17.8	81.2	77.5	102.1
LOS by Move:	E	C	C	E-	E-	D	E-	E+	B	F	E-	F
HCM2kAvgQ:	27	16	1	20	20	30	22	9	7	0	4	15

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

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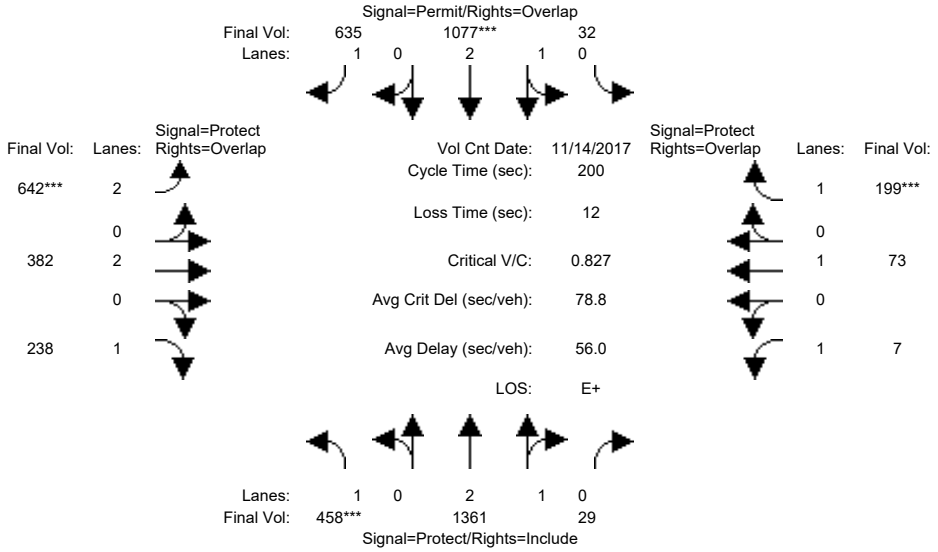
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #46: Wolfe Rd & Fremont Ave



Street Name:	Wolfe Rd						Fremont 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	458	1361	29	32	1077	635	642	382	238	7	73	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	1361	29	32	1077	635	642	382	238	7	73	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	1361	29	32	1077	635	642	382	238	7	73	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	1361	29	32	1077	635	642	382	238	7	73	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1361	29	32	1077	635	642	382	238	7	73	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	1361	29	32	1077	635	642	382	238	7	73	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.94	0.06	0.09	2.91	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5483	117	162	5438	1750	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.25	0.20	0.20	0.36	0.20	0.10	0.14	0.00	0.04	0.11
Crit Moves:	****				****		****					****
Green Time:	63.3	111	111.2	47.9	47.9	97.2	49.3	57.0	120.3	19.8	27.5	27.5
Volume/Cap:	0.83	0.45	0.45	0.83	0.83	0.75	0.83	0.35	0.23	0.04	0.28	0.83
Uniform Del:	63.3	26.2	26.2	72.1	72.1	41.5	71.3	56.9	18.4	81.5	77.4	83.9
IncremntDel:	10.0	0.1	0.1	4.4	4.4	3.7	7.3	0.2	0.1	0.1	0.6	20.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.2	26.3	26.3	76.5	76.5	45.1	78.6	57.1	18.5	81.6	77.9	104.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	26.3	26.3	76.5	76.5	45.1	78.6	57.1	18.5	81.6	77.9	104.4
LOS by Move:	E	C	C	E-	E-	D	E-	E+	B-	F	E-	F
HCM2kAvgQ:	27	16	1	22	22	33	22	9	7	0	4	15

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

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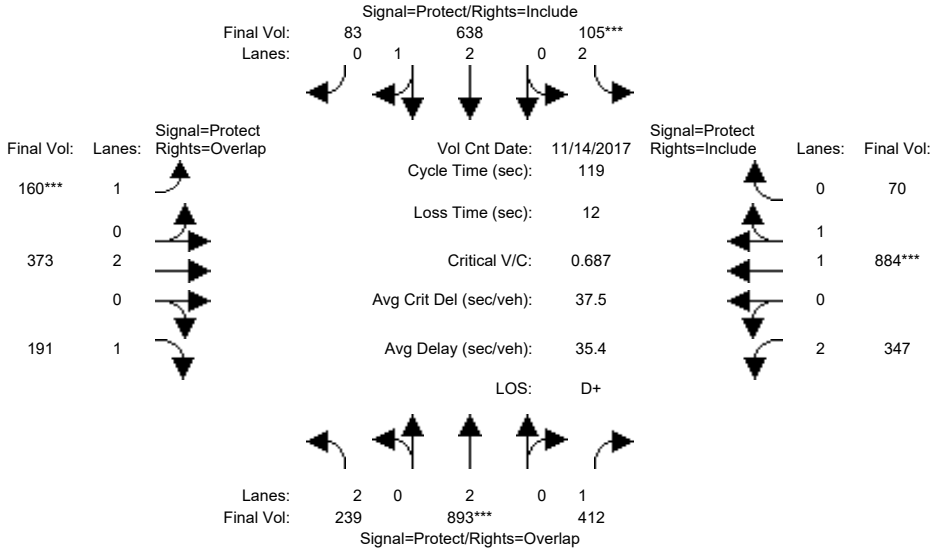
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #47: Wolfe Rd & Homestead Rd



Street Name:	Wolfe Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	239	893	412	105	638	83	160	373	191	347	884	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	893	412	105	638	83	160	373	191	347	884	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	893	412	105	638	83	160	373	191	347	884	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	893	412	105	638	83	160	373	191	347	884	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	893	412	105	638	83	160	373	191	347	884	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	893	412	105	638	83	160	373	191	347	884	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.64	0.36	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3150	3800	1750	3150	4954	645	1750	3800	1750	3150	3428	271
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.03	0.13	0.13	0.09	0.10	0.11	0.11	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	17.5	40.2	71.8	7.0	29.7	29.7	15.6	28.2	45.7	31.6	44.1	44.1
Volume/Cap:	0.52	0.70	0.39	0.57	0.52	0.52	0.70	0.41	0.28	0.41	0.70	0.70
Uniform Del:	46.8	34.1	12.2	54.5	38.4	38.4	49.4	38.4	25.4	36.1	31.7	31.7
IncremntDel:	1.0	1.7	0.2	4.1	0.3	0.3	8.9	0.3	0.2	0.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.8	35.8	12.5	58.6	38.8	38.8	58.3	38.8	25.6	36.4	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	35.8	12.5	58.6	38.8	38.8	58.3	38.8	25.6	36.4	33.3	33.3
LOS by Move:	D	D+	B	E+	D+	D+	E+	D+	C	D+	C-	C-
HCM2kAvgQ:	5	14	8	2	7	7	6	6	5	6	15	15

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

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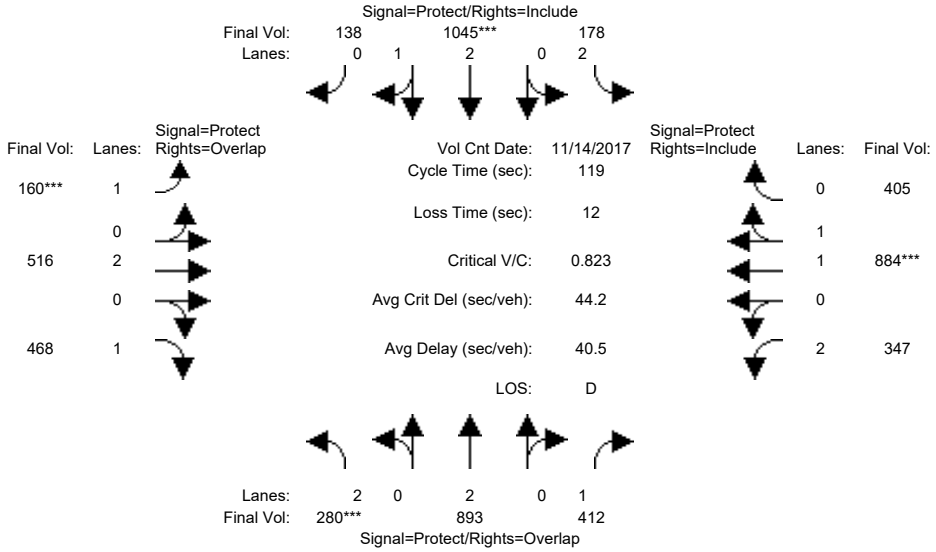
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #47: Wolfe Rd & Homestead Rd



Street Name:	Wolfe Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	280	893	412	178	1045	138	160	516	468	347	884	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	893	412	178	1045	138	160	516	468	347	884	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	893	412	178	1045	138	160	516	468	347	884	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	893	412	178	1045	138	160	516	468	347	884	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	893	412	178	1045	138	160	516	468	347	884	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	893	412	178	1045	138	160	516	468	347	884	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.64	0.36	1.00	2.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	3800	1750	3150	4946	653	1750	3800	1750	3150	2537	1162
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.06	0.21	0.21	0.09	0.14	0.27	0.11	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	12.9	34.7	59.0	8.7	30.5	30.5	13.2	39.3	52.2	24.3	50.4	50.4
Volume/Cap:	0.82	0.81	0.48	0.77	0.82	0.82	0.82	0.41	0.61	0.54	0.82	0.82
Uniform Del:	52.0	39.0	19.8	54.2	41.7	41.7	51.7	30.9	25.6	42.4	30.4	30.4
IncremntDel:	14.9	4.4	0.4	15.0	4.0	4.0	23.8	0.2	1.4	0.9	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.8	43.4	20.2	69.2	45.7	45.7	75.5	31.1	27.0	43.3	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	43.4	20.2	69.2	45.7	45.7	75.5	31.1	27.0	43.3	34.0	34.0
LOS by Move:	E	D	C+	E	D	D	E-	C	C	D	C-	C-
HCM2kAvgQ:	6	15	10	4	14	14	6	7	13	7	22	22

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

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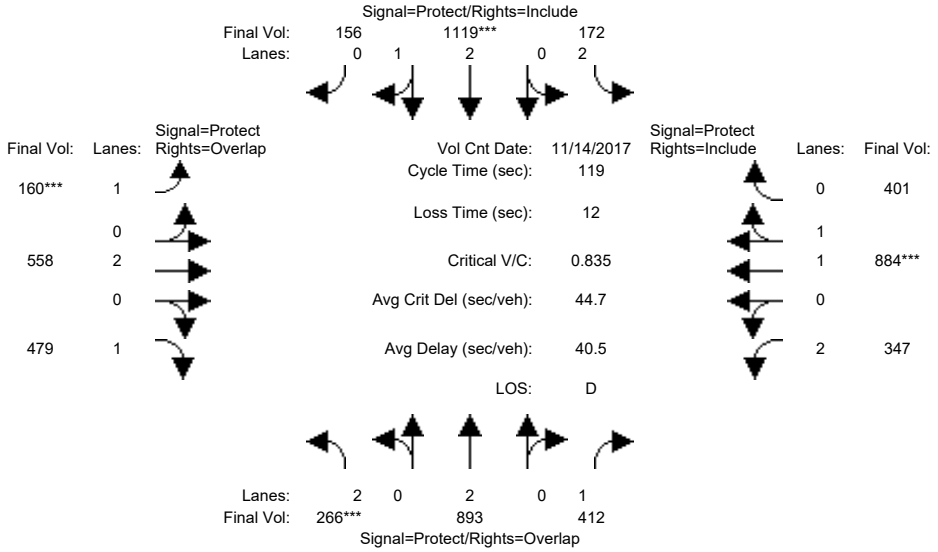
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #47: Wolfe Rd & Homestead Rd



Street Name:	Wolfe Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	266	893	412	172	1119	156	160	558	479	347	884	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	893	412	172	1119	156	160	558	479	347	884	401
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	893	412	172	1119	156	160	558	479	347	884	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	893	412	172	1119	156	160	558	479	347	884	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	893	412	172	1119	156	160	558	479	347	884	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	893	412	172	1119	156	160	558	479	347	884	401
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	1.00	2.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	3800	1750	3150	4914	685	1750	3800	1750	3150	2545	1154
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.05	0.23	0.23	0.09	0.15	0.27	0.11	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	12.0	35.6	58.6	8.9	32.4	32.4	13.0	39.5	51.6	23.0	49.5	49.5
Volume/Cap:	0.84	0.79	0.48	0.73	0.84	0.84	0.84	0.44	0.63	0.57	0.84	0.84
Uniform Del:	52.5	38.2	20.1	53.9	40.8	40.8	51.9	31.1	26.3	43.5	31.1	31.1
IncremntDel:	17.1	3.7	0.4	11.0	4.2	4.2	26.0	0.2	1.7	1.3	4.1	4.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.6	41.9	20.5	64.9	44.9	44.9	77.9	31.4	28.1	44.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	41.9	20.5	64.9	44.9	44.9	77.9	31.4	28.1	44.8	35.2	35.2
LOS by Move:	E	D	C+	E	D	D	E-	C	C	D	D+	D+
HCM2kAvgQ:	6	15	10	4	15	15	6	7	14	7	22	22

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

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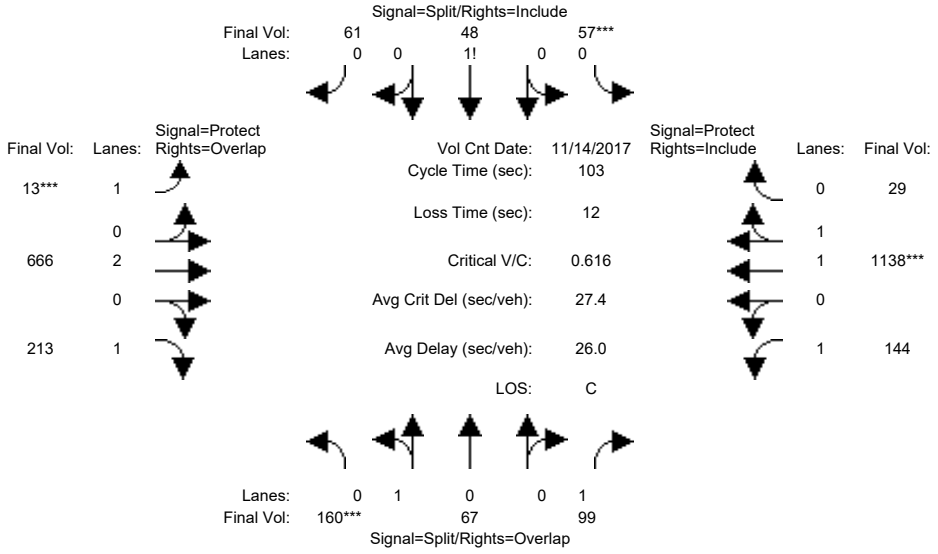
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #48: Tantau Ave & Homestead Rd



Street Name:	Tantau Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	160	67	99	57	48	61	13	666	213	144	1138	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	67	99	57	48	61	13	666	213	144	1138	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	67	99	57	48	61	13	666	213	144	1138	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	67	99	57	48	61	13	666	213	144	1138	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	67	99	57	48	61	13	666	213	144	1138	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	67	99	57	48	61	13	666	213	144	1138	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.70	0.30	1.00	0.34	0.29	0.37	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1269	531	1750	601	506	643	1750	3800	1750	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.06	0.09	0.09	0.09	0.01	0.18	0.12	0.08	0.32	0.32
Crit Moves:	****			****			****				****	
Green Time:	19.7	19.7	37.8	14.9	14.9	14.9	7.0	38.4	58.1	18.0	49.4	49.4
Volume/Cap:	0.66	0.66	0.15	0.66	0.66	0.66	0.11	0.47	0.22	0.47	0.66	0.66
Uniform Del:	38.5	38.5	21.9	41.7	41.7	41.7	45.1	24.6	11.1	38.2	20.4	20.4
IncremntDel:	4.6	4.6	0.1	6.2	6.2	6.2	0.4	0.2	0.1	1.1	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	43.1	22.0	47.9	47.9	47.9	45.5	24.8	11.2	39.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	22.0	47.9	47.9	47.9	45.5	24.8	11.2	39.3	21.3	21.3
LOS by Move:	D	D	C+	D	D	D	D	C	B+	D	C+	C+
HCM2kAvgQ:	8	8	2	7	7	7	1	8	4	5	15	15

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

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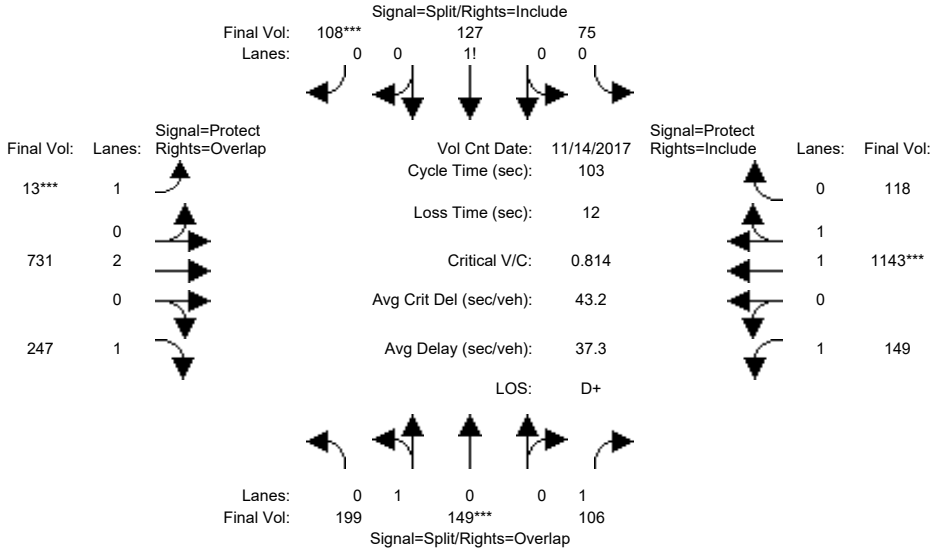
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #48: Tantau Ave & Homestead Rd



Street Name:	Tantau Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	199	149	106	75	127	108	13	731	247	149	1143	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	149	106	75	127	108	13	731	247	149	1143	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	149	106	75	127	108	13	731	247	149	1143	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	149	106	75	127	108	13	731	247	149	1143	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	149	106	75	127	108	13	731	247	149	1143	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	149	106	75	127	108	13	731	247	149	1143	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.57	0.43	1.00	0.24	0.41	0.35	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1029	771	1750	423	717	610	1750	3800	1750	1750	3354	346
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.18	0.18	0.18	0.01	0.19	0.14	0.09	0.34	0.34
Crit Moves:		****				****	****				****	
Green Time:	22.8	22.8	37.3	20.9	20.9	20.9	7.0	32.8	55.6	14.5	40.2	40.2
Volume/Cap:	0.87	0.87	0.17	0.87	0.87	0.87	0.11	0.60	0.26	0.60	0.87	0.87
Uniform Del:	38.7	38.7	22.3	39.7	39.7	39.7	45.1	29.7	12.7	41.6	29.0	29.0
IncremntDel:	18.5	18.5	0.1	20.3	20.3	20.3	0.4	0.9	0.1	4.2	6.1	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.2	57.2	22.4	60.1	60.1	60.1	45.5	30.5	12.9	45.8	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	57.2	22.4	60.1	60.1	60.1	45.5	30.5	12.9	45.8	35.1	35.1
LOS by Move:	E+	E+	C+	E	E	E	D	C	B	D	D+	D+
HCM2kAvgQ:	14	14	2	13	13	13	1	10	4	6	22	22

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

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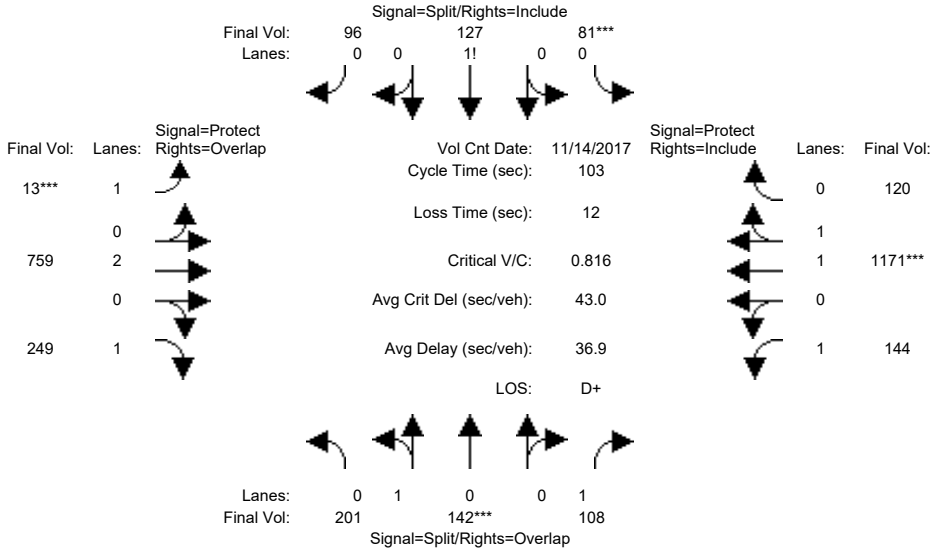
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #48: Tantau Ave & Homestead Rd



Street Name:	Tantau Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	201	142	108	81	127	96	13	759	249	144	1171	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	142	108	81	127	96	13	759	249	144	1171	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	142	108	81	127	96	13	759	249	144	1171	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	142	108	81	127	96	13	759	249	144	1171	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	142	108	81	127	96	13	759	249	144	1171	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	142	108	81	127	96	13	759	249	144	1171	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.59	0.41	1.00	0.27	0.42	0.31	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1055	745	1750	466	731	553	1750	3800	1750	1750	3356	344
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.17	0.17	0.17	0.01	0.20	0.14	0.08	0.35	0.35
Crit Moves:		****		****			****				****	
Green Time:	22.4	22.4	36.5	20.5	20.5	20.5	7.0	34.1	56.5	14.0	41.1	41.1
Volume/Cap:	0.87	0.87	0.17	0.87	0.87	0.87	0.11	0.60	0.26	0.60	0.87	0.87
Uniform Del:	38.9	38.9	22.9	40.0	40.0	40.0	45.1	28.8	12.2	41.9	28.6	28.6
IncremntDel:	19.1	19.1	0.1	21.0	21.0	21.0	0.4	0.8	0.1	4.3	6.1	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	58.0	23.0	61.0	61.0	61.0	45.5	29.7	12.4	46.2	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:	58.0	58.0	23.0	61.0	61.0	61.0	45.5	29.7	12.4	46.2	34.7	34.7
LOS by Move:	E+	E+	C	E	E	E	D	C	B	D	C-	C-
HCM2kAvgQ:	14	14	3	13	13	13	1	11	4	6	22	22

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

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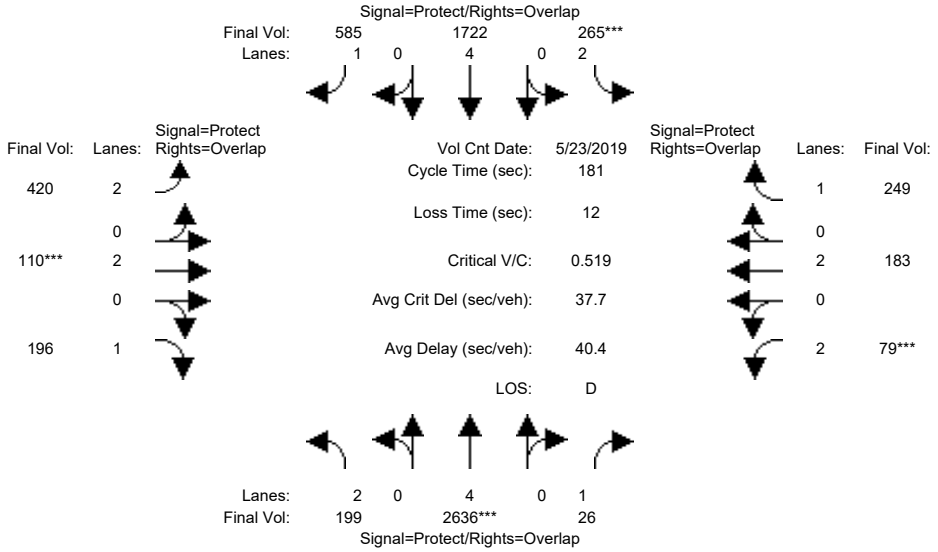
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #49: Lawrence Expwy & Oakmead Pkwy



Street Name:	Lawrence Expwy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	86	86	20	89	89	23	39	39	10	20	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 23 May 2019 << 7:45 AM - 8:45 AM												
Base Vol:	199	2636	26	265	1722	585	420	110	196	79	183	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	2636	26	265	1722	585	420	110	196	79	183	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	2636	26	265	1722	585	420	110	196	79	183	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2636	26	265	1722	585	420	110	196	79	183	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2636	26	265	1722	585	420	110	196	79	183	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	2636	26	265	1722	585	420	110	196	79	183	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.01	0.08	0.23	0.33	0.13	0.03	0.11	0.03	0.05	0.14
Crit Moves:		****		****				****		****		
Green Time:	17.2	86.9	97.4	20.3	89.9	113.7	23.8	39.3	56.5	10.5	25.9	46.2
Volume/Cap:	0.66	0.72	0.03	0.75	0.46	0.53	1.01	0.13	0.36	0.43	0.34	0.56
Uniform Del:	79.1	37.5	19.6	77.9	29.6	18.8	78.6	57.1	48.2	82.4	69.8	58.5
IncremntDel:	5.6	0.7	0.0	8.6	0.1	0.5	47.8	0.1	0.4	1.6	0.4	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.80	0.70	1.00	0.77	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.7	30.5	13.8	86.5	23.0	9.9	126.4	57.2	48.6	84.0	70.2	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	30.5	13.8	86.5	23.0	9.9	126.4	57.2	48.6	84.0	70.2	60.1
LOS by Move:	F	C	B	F	C+	A	F	E+	D	F	E	E
HCM2kAvgQ:	6	23	0	10	11	10	19	2	9	3	5	13

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

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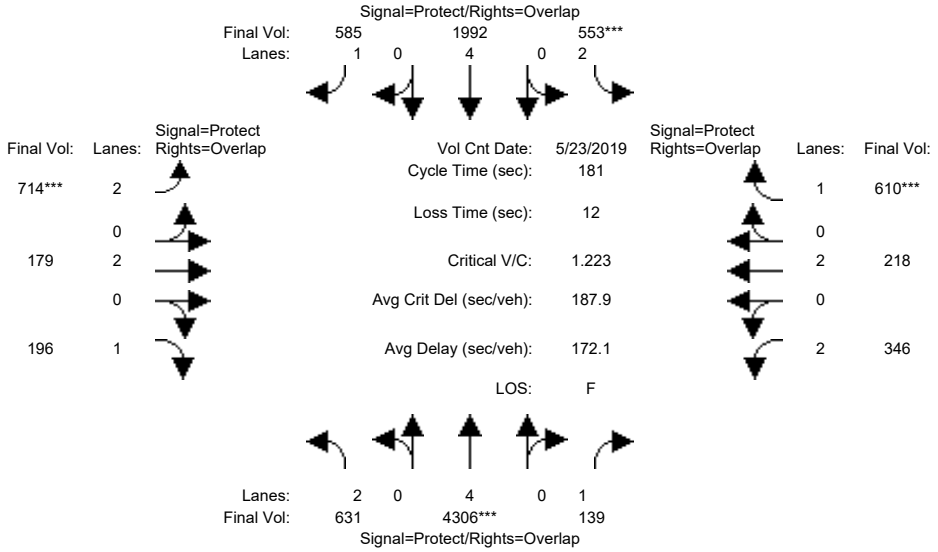
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #49: Lawrence Expwy & Oakmead Pkwy



Street Name:	Lawrence Expwy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	86	86	20	89	89	23	39	39	10	20	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 23 May 2019 << 7:45 AM - 8:45 AM												
Base Vol:	631	4306	139	553	1992	585	714	179	196	346	218	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	4306	139	553	1992	585	714	179	196	346	218	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	4306	139	553	1992	585	714	179	196	346	218	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	631	4306	139	553	1992	585	714	179	196	346	218	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	4306	139	553	1992	585	714	179	196	346	218	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	631	4306	139	553	1992	585	714	179	196	346	218	610
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.57	0.08	0.18	0.26	0.33	0.23	0.05	0.11	0.11	0.06	0.35
Crit Moves:		****		****			****					****
Green Time:	17.2	86.9	97.4	20.3	89.9	113.7	23.8	39.3	56.5	10.5	25.9	46.2
Volume/Cap:	2.11	1.18	0.15	1.56	0.53	0.53	1.72	0.22	0.36	1.89	0.40	1.37
Uniform Del:	81.9	47.1	21.0	80.3	31.1	18.8	78.6	58.2	48.2	85.3	70.5	67.4
IncremntDel:	510.1	84.2	0.1	267.5	0.1	0.5	335.7	0.1	0.4	422.1	0.5	178.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.80	0.70	1.00	0.77	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	592.0	122	14.8	347.9	24.1	9.9	414.3	58.3	48.6	507.4	71.0	245.7
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:	592.0	122	14.8	347.9	24.1	9.9	414.3	58.3	48.6	507.4	71.0	245.7
LOS by Move:	F	F	B	F	C	A	F	E+	D	F	E	F
HCM2kAvgQ:	45	80	3	34	14	10	46	4	9	25	6	59

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

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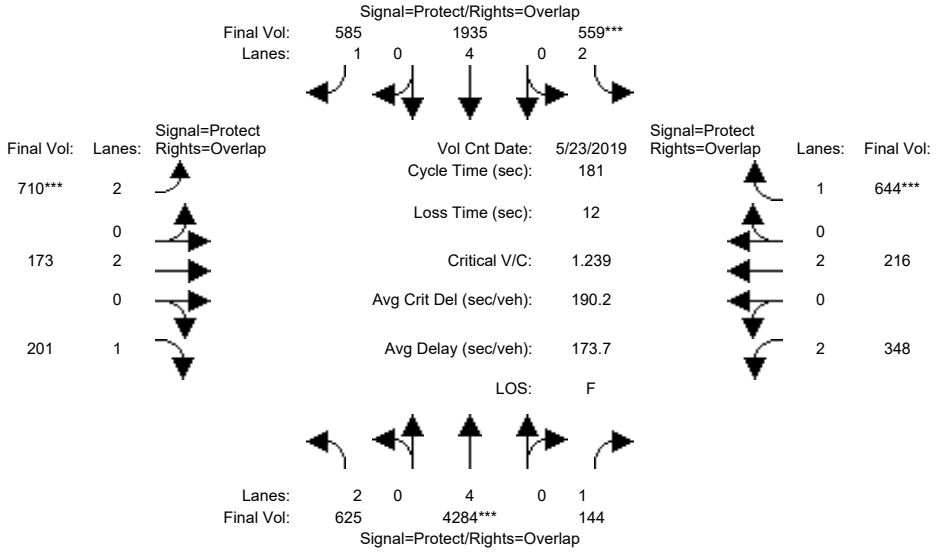
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #49: Lawrence Expwy & Oakmead Pkwy



Street Name:	Lawrence Expwy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	86	86	20	89	89	23	39	39	10	20	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 23 May 2019 << 7:45 AM - 8:45 AM												
Base Vol:	625	4284	144	559	1935	585	710	173	201	348	216	644
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	625	4284	144	559	1935	585	710	173	201	348	216	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	4284	144	559	1935	585	710	173	201	348	216	644
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	625	4284	144	559	1935	585	710	173	201	348	216	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	4284	144	559	1935	585	710	173	201	348	216	644
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	4284	144	559	1935	585	710	173	201	348	216	644
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.56	0.08	0.18	0.25	0.33	0.23	0.05	0.11	0.11	0.06	0.37
Crit Moves:		****		****			****					****
Green Time:	17.2	86.9	97.4	20.3	89.9	113.7	23.8	39.3	56.5	10.5	25.9	46.2
Volume/Cap:	2.09	1.17	0.15	1.58	0.51	0.53	1.71	0.21	0.37	1.90	0.40	1.44
Uniform Del:	81.9	47.1	21.0	80.3	30.8	18.8	78.6	58.1	48.4	85.3	70.5	67.4
IncremntDel:	501.1	81.5	0.1	274.9	0.1	0.5	331.4	0.1	0.4	426.9	0.5	211.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.80	0.70	1.00	0.77	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	583.0	119	14.9	355.3	23.9	9.9	410.0	58.2	48.8	512.2	70.9	278.4
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:	583.0	119	14.9	355.3	23.9	9.9	410.0	58.2	48.8	512.2	70.9	278.4
LOS by Move:	F	F	B	F	C	A	F	E+	D	F	E	F
HCM2kAvgQ:	44	79	3	35	13	10	46	4	9	25	6	65

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

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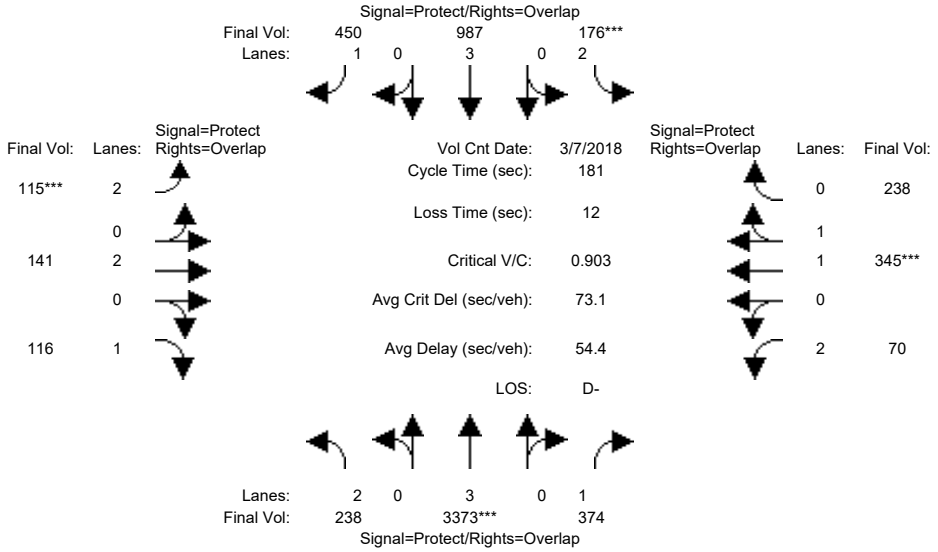
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #51: Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	238	3877	374	176	1134	450	115	141	116	70	345	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	3877	374	176	1134	450	115	141	116	70	345	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	3877	374	176	1134	450	115	141	116	70	345	238
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	3373	374	176	987	450	115	141	116	70	345	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	3373	374	176	987	450	115	141	116	70	345	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	3373	374	176	987	450	115	141	116	70	345	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2173	1499
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.21	0.06	0.17	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	54.0	10.8	26.9	44.0
Volume/Cap:	0.54	1.06	0.35	0.59	0.34	0.44	0.52	0.23	0.22	0.37	1.07	0.65
Uniform Del:	72.5	40.0	16.8	78.6	25.8	21.0	81.1	66.5	47.7	81.8	77.1	61.6
IncremntDel:	1.4	34.9	0.2	3.1	0.1	0.3	2.1	0.2	0.2	1.2	58.1	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.67	0.53	1.00	0.74	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.9	61.6	9.1	81.7	19.3	13.1	83.2	66.7	47.9	83.1	135	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	61.6	9.1	81.7	19.3	13.1	83.2	66.7	47.9	83.1	135	63.4
LOS by Move:	E	E	A	F	B-	B	F	E	D	F	F	E
HCM2kAvgQ:	7	66	5	6	7	9	4	3	5	2	21	15

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

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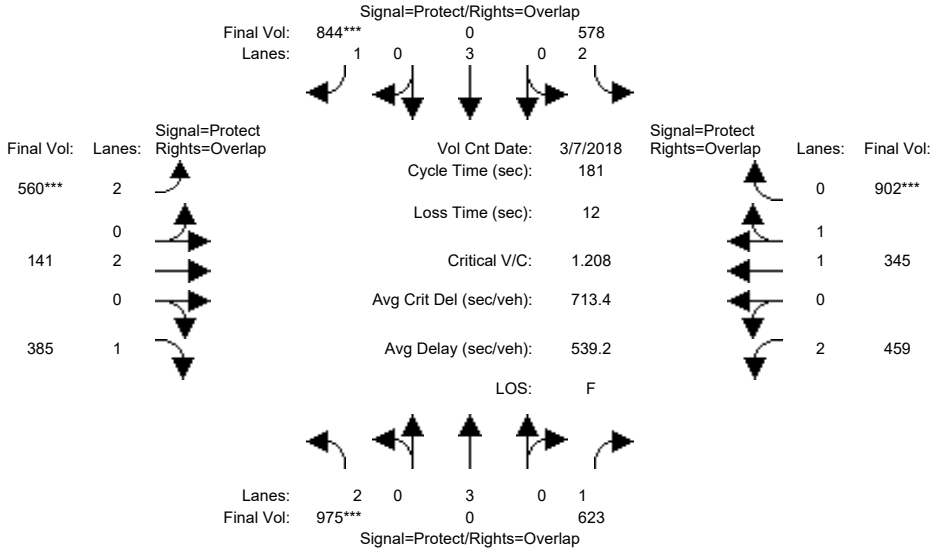
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #51: Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	975	0	623	578	0	844	560	141	385	459	345	902
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	975	0	623	578	0	844	560	141	385	459	345	902
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	975	0	623	578	0	844	560	141	385	459	345	902
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	975	0	623	578	0	844	560	141	385	459	345	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	975	0	623	578	0	844	560	141	385	459	345	902
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	975	0	623	578	0	844	560	141	385	459	345	902
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1887	1737
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.36	0.18	0.00	0.48	0.18	0.04	0.22	0.15	0.18	0.52
Crit Moves:	****					****	****					****
Green Time:	25.2	101	112.0	17.1	93.1	29.9	12.8	28.8	54.0	10.8	26.9	44.0
Volume/Cap:	2.22	0.00	0.58	1.94	0.00	2.92	2.51	0.23	0.74	2.44	1.23	2.14
Uniform Del:	77.9	0.0	20.4	81.9	0.0	75.5	84.1	66.5	57.1	85.1	77.1	68.5
IncremntDel:	558.0	0.0	0.8	435.9	0.0	873.1	694.7	0.2	5.5	664.2	112	516.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.53	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	635.9	0.0	11.5	517.8	0.0	948.6	778.8	66.7	62.6	749.3	189	585.4
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:	635.9	0.0	11.5	517.8	0.0	948.6	778.8	66.7	62.6	749.3	189	585.4
LOS by Move:	F	A	B+	F	A	F	F	E	E	F	F	F
HCM2kAvgQ:	71	0	13	41	0	123	43	3	21	35	26	115

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

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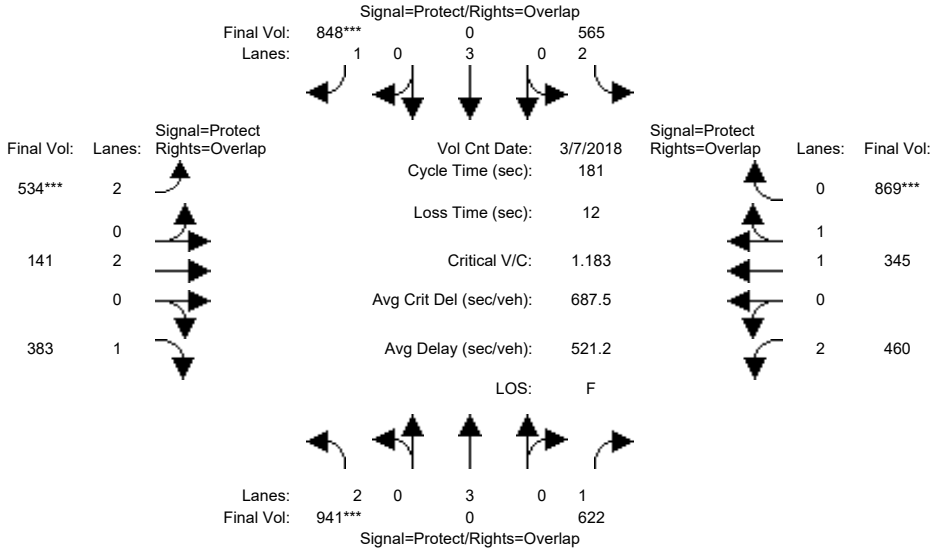
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #51: Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	941	0	622	565	0	848	534	141	383	460	345	869
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	941	0	622	565	0	848	534	141	383	460	345	869
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	941	0	622	565	0	848	534	141	383	460	345	869
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	941	0	622	565	0	848	534	141	383	460	345	869
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	941	0	622	565	0	848	534	141	383	460	345	869
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	941	0	622	565	0	848	534	141	383	460	345	869
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1887	1737
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.36	0.18	0.00	0.48	0.17	0.04	0.22	0.15	0.18	0.50
Crit Moves:	****					****	****					****
Green Time:	25.2	101	112.0	17.1	93.1	29.9	12.8	28.8	54.0	10.8	26.9	44.0
Volume/Cap:	2.15	0.00	0.57	1.90	0.00	2.93	2.40	0.23	0.73	2.45	1.23	2.06
Uniform Del:	77.9	0.0	20.4	81.9	0.0	75.5	84.1	66.5	57.0	85.1	77.1	68.5
IncremntDel:	523.3	0.0	0.8	416.5	0.0	879.3	642.6	0.2	5.3	666.5	113	481.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.53	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	601.2	0.0	11.5	498.5	0.0	954.9	726.7	66.7	62.4	751.6	190	550.3
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:	601.2	0.0	11.5	498.5	0.0	954.9	726.7	66.7	62.4	751.6	190	550.3
LOS by Move:	F	A	B+	F	A	F	F	E	E	F	F	F
HCM2kAvgQ:	67	0	13	39	0	124	40	3	21	35	26	109

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

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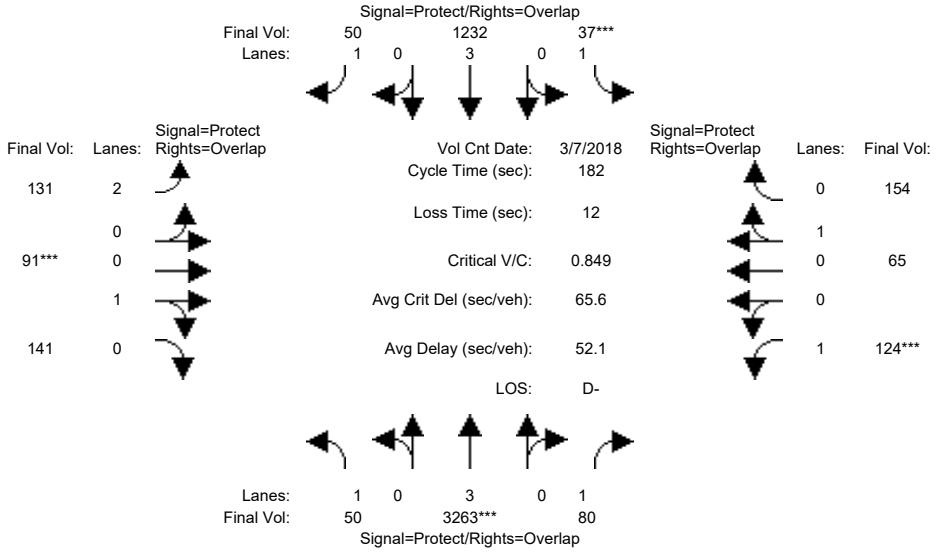
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #53: Lawrence Expwy & Cabrillo Ave



Street Name:	Lawrence Expwy						Cabrillo 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:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	50	3751	80	37	1416	50	131	91	141	124	65	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	3751	80	37	1416	50	131	91	141	124	65	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	3751	80	37	1416	50	131	91	141	124	65	154
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	3263	80	37	1232	50	131	91	141	124	65	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	3263	80	37	1232	50	131	91	141	124	65	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	3263	80	37	1232	50	131	91	141	124	65	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	706	1094	1750	534	1266
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.05	0.02	0.22	0.03	0.04	0.13	0.13	0.07	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	10.9	107	122.3	11.1	108	123.2	15.4	25.7	36.6	15.5	25.3	36.4
Volume/Cap:	0.48	0.98	0.07	0.35	0.36	0.04	0.49	0.91	0.64	0.83	0.88	0.61
Uniform Del:	82.8	36.3	10.3	82.0	19.3	9.8	79.6	77.0	66.7	82.0	76.8	66.3
IncremntDel:	3.4	10.6	0.0	2.0	0.1	0.0	1.4	34.1	3.9	30.9	27.2	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.37	1.57	1.00	0.59	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.2	60.4	16.1	83.9	11.5	3.4	81.0	111	70.5	112.9	104	69.3
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:	86.2	60.4	16.1	83.9	11.5	3.4	81.0	111	70.5	112.9	104	69.3
LOS by Move:	F	E	B	F	B+	A	F	F	E	F	F	E
HCM2kAvgQ:	3	64	3	2	7	0	5	16	13	9	15	12

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

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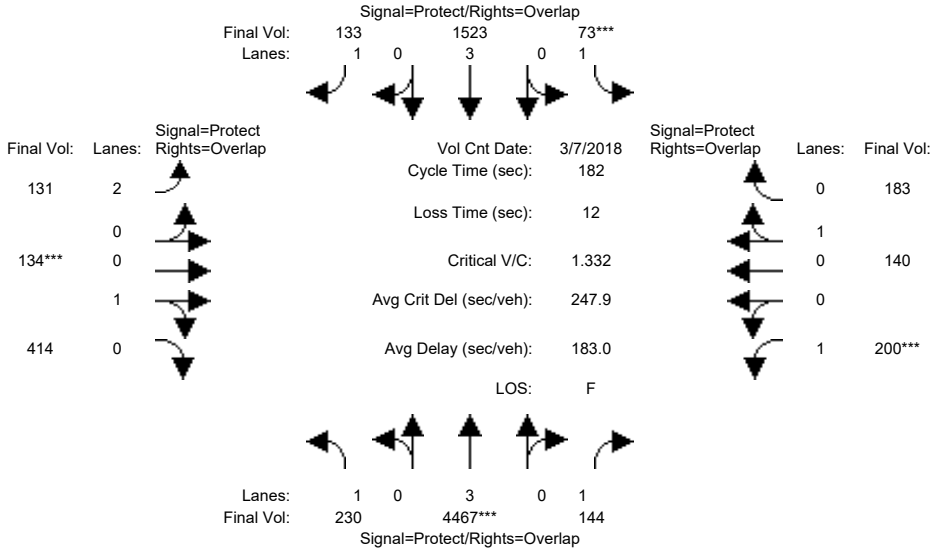
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #53: Lawrence Expwy & Cabrillo Ave



Street Name:	Lawrence Expwy						Cabrillo 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:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	230	5134	144	73	1750	133	131	134	414	200	140	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	5134	144	73	1750	133	131	134	414	200	140	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	5134	144	73	1750	133	131	134	414	200	140	183
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	4467	144	73	1523	133	131	134	414	200	140	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	4467	144	73	1523	133	131	134	414	200	140	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	4467	144	73	1523	133	131	134	414	200	140	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.24	0.76	1.00	0.43	0.57
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	440	1360	1750	780	1020
Capacity Analysis Module:												
Vol/Sat:	0.13	0.78	0.08	0.04	0.27	0.08	0.04	0.30	0.30	0.11	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	10.9	107	122.3	11.1	108	123.2	15.4	25.7	36.6	15.5	25.3	36.4
Volume/Cap:	2.19	1.34	0.12	0.68	0.45	0.11	0.49	2.16	1.51	1.34	1.29	0.90
Uniform Del:	85.5	37.6	10.7	83.7	20.6	10.3	79.6	78.2	72.7	83.2	78.4	71.0
IncremntDel:	567.2	153	0.0	16.8	0.1	0.0	1.4	533	245.1	191.6	157	24.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.37	1.57	1.00	0.59	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	652.8	205	16.7	100.5	12.3	3.6	81.0	611	317.8	274.9	236	95.0
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:	652.8	205	16.7	100.5	12.3	3.6	81.0	611	317.8	274.9	236	95.0
LOS by Move:	F	F	B	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	30	125	5	4	9	1	5	70	56	21	30	21

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

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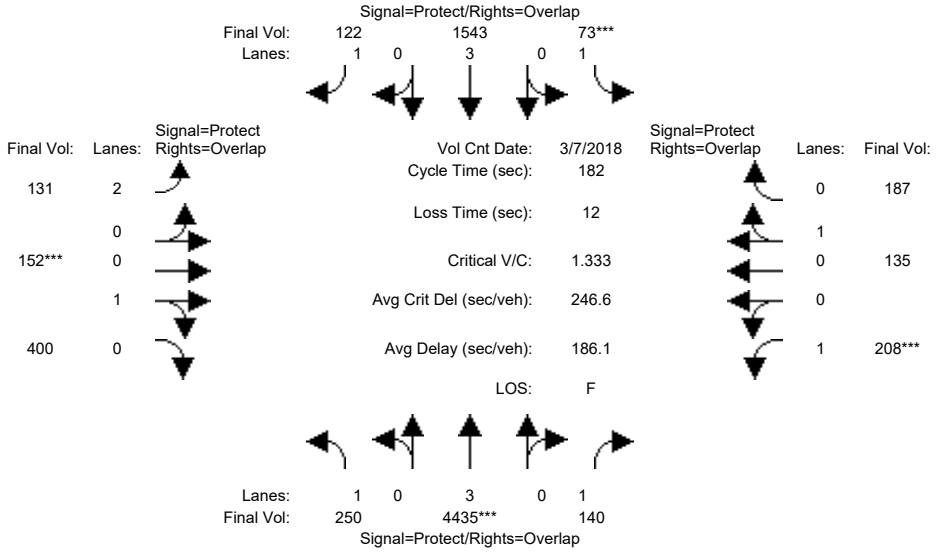
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #53: Lawrence Expwy & Cabrillo Ave



Street Name:	Lawrence Expwy						Cabrillo 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:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	250	5098	140	73	1774	122	131	152	400	208	135	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	5098	140	73	1774	122	131	152	400	208	135	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	5098	140	73	1774	122	131	152	400	208	135	187
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	4435	140	73	1543	122	131	152	400	208	135	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	4435	140	73	1543	122	131	152	400	208	135	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	4435	140	73	1543	122	131	152	400	208	135	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.28	0.72	1.00	0.42	0.58
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	496	1304	1750	755	1045
Capacity Analysis Module:												
Vol/Sat:	0.14	0.78	0.08	0.04	0.27	0.07	0.04	0.31	0.31	0.12	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	10.9	107	122.3	11.1	108	123.2	15.4	25.7	36.6	15.5	25.3	36.4
Volume/Cap:	2.38	1.33	0.12	0.68	0.46	0.10	0.49	2.17	1.52	1.40	1.29	0.89
Uniform Del:	85.5	37.6	10.6	83.7	20.7	10.2	79.6	78.2	72.7	83.2	78.4	70.9
IncremntDel:	651.5	149	0.0	16.8	0.1	0.0	1.4	540	249.9	213.3	156	23.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.37	1.57	1.00	0.59	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	737.1	200	16.7	100.5	12.4	3.6	81.0	618	322.6	296.5	234	94.5
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:	737.1	200	16.7	100.5	12.4	3.6	81.0	618	322.6	296.5	234	94.5
LOS by Move:	F	F	B	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	34	123	5	4	10	1	5	71	57	22	30	21

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

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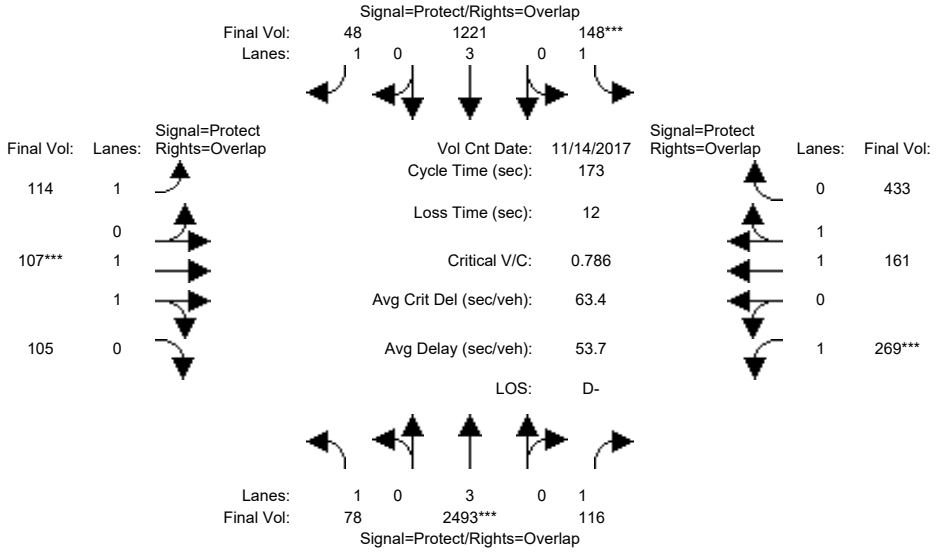
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #54: Lawrence Expwy & Benton St



Street Name:	Lawrence Expwy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	78	2865	116	148	1404	48	114	107	105	269	161	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	2865	116	148	1404	48	114	107	105	269	161	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	2865	116	148	1404	48	114	107	105	269	161	433
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	2493	116	148	1221	48	114	107	105	269	161	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	2493	116	148	1221	48	114	107	105	269	161	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	2493	116	148	1221	48	114	107	105	269	161	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1899	1800	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.07	0.08	0.21	0.03	0.07	0.06	0.06	0.15	0.08	0.25
Crit Moves:		****		****				****		****		
Green Time:	15.7	86.0	111.0	18.6	89.0	107.8	18.8	20.7	36.4	25.0	27.2	45.8
Volume/Cap:	0.49	0.88	0.10	0.79	0.42	0.04	0.60	0.47	0.28	1.06	0.54	0.93
Uniform Del:	74.8	38.9	11.9	75.3	25.9	12.6	73.5	71.0	57.3	74.0	67.1	62.1
IncremntDel:	2.4	3.5	0.0	19.4	0.1	0.0	5.2	0.8	0.2	74.5	0.5	21.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.24	1.48	1.00	0.74	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.2	51.6	17.7	94.7	19.4	6.5	78.7	71.8	57.5	148.5	67.7	83.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	51.6	17.7	94.7	19.4	6.5	78.7	71.8	57.5	148.5	67.7	83.3
LOS by Move:	E-	D-	B	F	B-	A	E-	E	E+	F	E	F
HCM2kAvgQ:	4	39	4	8	9	0	7	6	5	21	8	28

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

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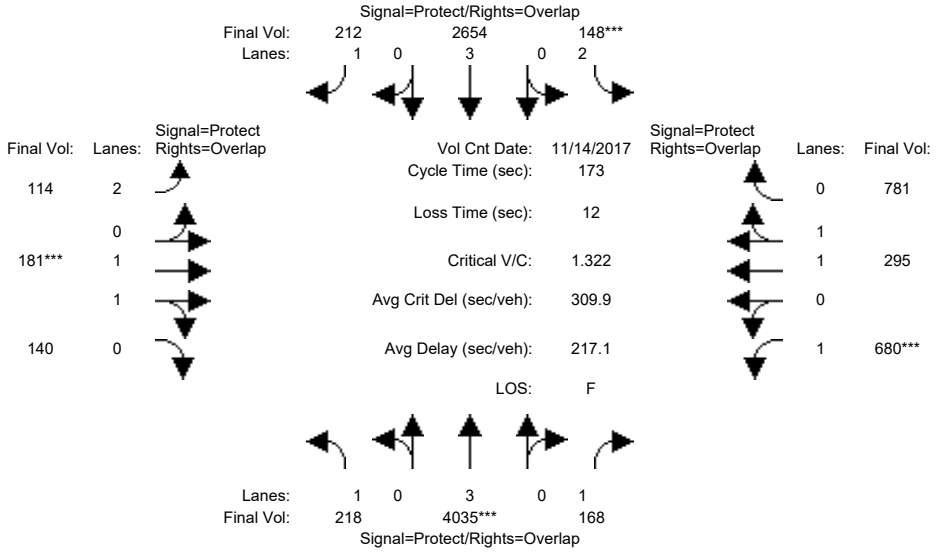
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #54: Lawrence Expwy & Benton St



Street Name:	Lawrence Expwy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	218	4638	168	148	3051	212	114	181	140	680	295	781
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	4638	168	148	3051	212	114	181	140	680	295	781
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	4638	168	148	3051	212	114	181	140	680	295	781
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	4035	168	148	2654	212	114	181	140	680	295	781
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	4035	168	148	2654	212	114	181	140	680	295	781
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	4035	168	148	2654	212	114	181	140	680	295	781
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.10	0.90	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2085	1613	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.71	0.10	0.05	0.47	0.12	0.04	0.09	0.09	0.39	0.16	0.45
Crit Moves:		****		****				****		****		
Green Time:	15.7	86.0	111.0	18.6	89.0	107.8	18.8	20.7	36.4	25.0	27.2	45.8
Volume/Cap:	1.37	1.42	0.15	0.44	0.91	0.19	0.33	0.73	0.41	2.69	0.99	1.69
Uniform Del:	78.6	43.5	12.3	72.3	38.2	14.0	71.3	73.4	59.0	74.0	72.7	63.6
IncremntDel:	202.0	193	0.1	0.9	4.5	0.1	0.6	5.9	0.4	771.3	24.2	315.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.24	1.48	1.00	0.74	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	280.6	247	18.3	73.2	32.9	7.3	71.9	79.3	59.4	845.3	96.9	379.1
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:	280.6	247	18.3	73.2	32.9	7.3	71.9	79.3	59.4	845.3	96.9	379.1
LOS by Move:	F	F	B-	E	C-	A	E	E-	E+	F	F	F
HCM2kAvgQ:	20	115	5	4	40	2	4	10	8	95	20	86

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

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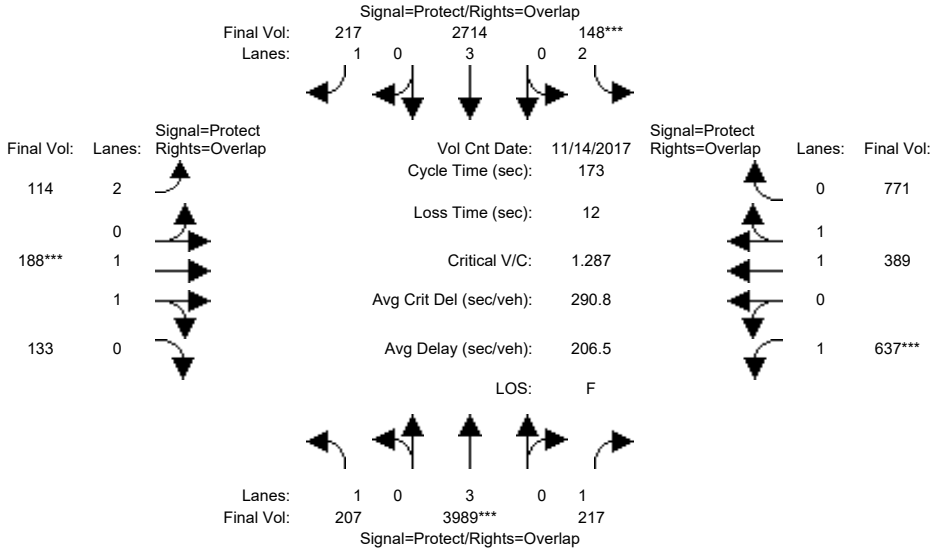
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #54: Lawrence Expwy & Benton St



Street Name:	Lawrence Expwy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	207	4585	217	148	3119	217	114	188	133	637	389	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	4585	217	148	3119	217	114	188	133	637	389	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	4585	217	148	3119	217	114	188	133	637	389	771
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	3989	217	148	2714	217	114	188	133	637	389	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	3989	217	148	2714	217	114	188	133	637	389	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	3989	217	148	2714	217	114	188	133	637	389	771
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.15	0.85	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2166	1532	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.70	0.12	0.05	0.48	0.12	0.04	0.09	0.09	0.36	0.20	0.44
Crit Moves:		****		****				****		****		
Green Time:	15.7	86.0	111.0	18.6	89.0	107.8	18.8	20.7	36.4	25.0	27.2	45.8
Volume/Cap:	1.30	1.41	0.19	0.44	0.93	0.20	0.33	0.73	0.41	2.52	1.30	1.66
Uniform Del:	78.6	43.5	12.7	72.3	38.9	14.0	71.3	73.4	59.0	74.0	72.9	63.6
IncremntDel:	174.3	186	0.1	0.9	5.7	0.1	0.6	5.9	0.4	695.2	144	305.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.24	1.48	1.00	0.74	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	253.0	239	18.9	73.2	34.7	7.3	71.9	79.3	59.4	769.2	217	368.9
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:	253.0	239	18.9	73.2	34.7	7.3	71.9	79.3	59.4	769.2	217	368.9
LOS by Move:	F	F	B-	E	C-	A	E	E-	E+	F	F	F
HCM2kAvgQ:	17	112	7	4	42	2	4	10	8	87	33	84

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

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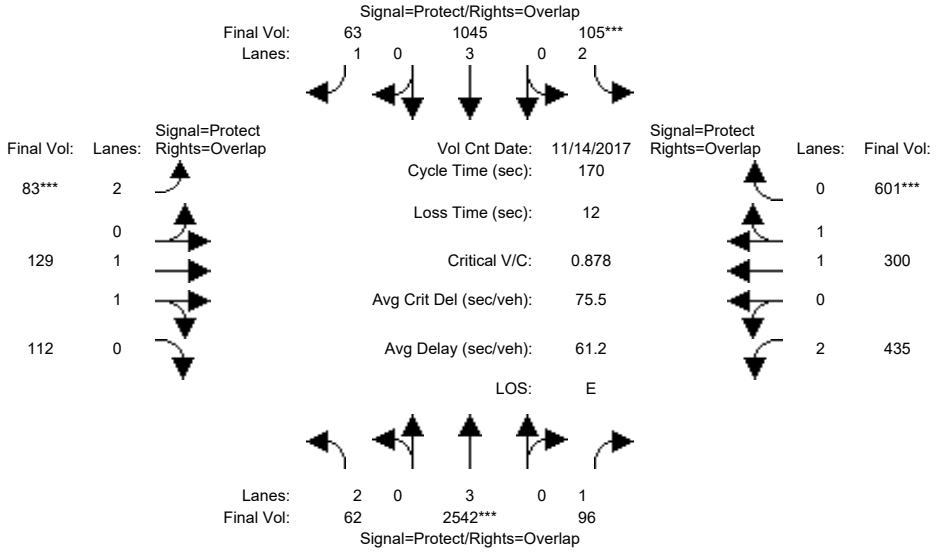
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #56: Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge 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:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	62	2922	96	105	1201	63	83	129	112	435	300	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2922	96	105	1201	63	83	129	112	435	300	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	2922	96	105	1201	63	83	129	112	435	300	601
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2542	96	105	1045	63	83	129	112	435	300	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2542	96	105	1045	63	83	129	112	435	300	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2542	96	105	1045	63	83	129	112	435	300	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.05	0.95	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1979	1718	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.05	0.03	0.18	0.04	0.03	0.07	0.07	0.14	0.16	0.34
Crit Moves:		****		****			****					****
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	37.5	25.5	36.8	52.3
Volume/Cap:	0.24	0.93	0.09	0.37	0.38	0.06	0.36	0.47	0.30	0.92	0.73	1.12
Uniform Del:	73.1	41.7	12.4	72.6	27.3	17.0	75.0	67.4	55.2	71.3	62.0	58.8
IncremntDel:	0.5	6.6	0.0	0.8	0.1	0.0	1.0	0.7	0.2	23.3	2.2	68.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.21	1.46	1.00	0.78	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.6	57.2	18.1	73.4	21.5	11.2	76.0	68.1	55.4	94.6	64.2	127.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	57.2	18.1	73.4	21.5	11.2	76.0	68.1	55.4	94.6	64.2	127.4
LOS by Move:	E	E+	B-	E	C+	B+	E-	E	E+	F	E	F
HCM2kAvgQ:	2	46	3	3	8	1	3	6	5	17	15	45

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

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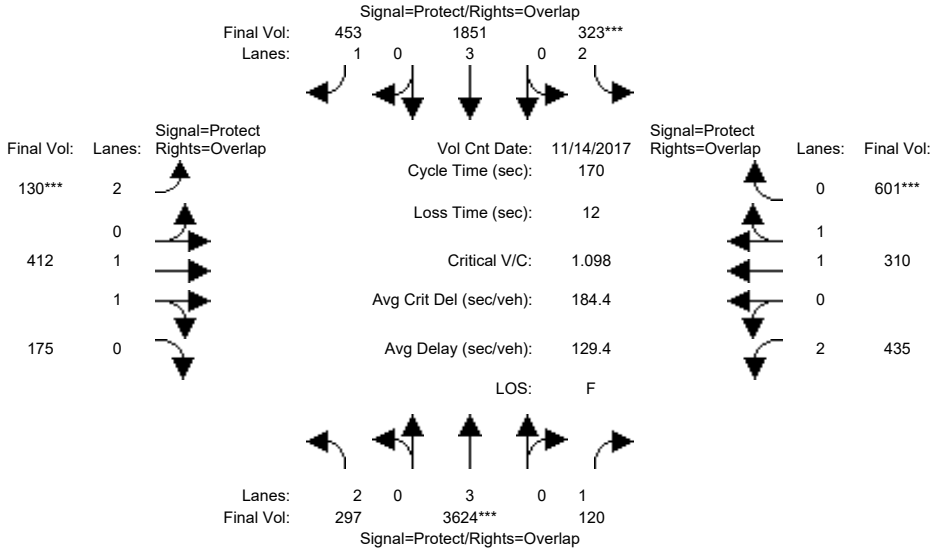
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #56: Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge 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:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	297	4165	120	323	2128	453	130	412	175	435	310	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	4165	120	323	2128	453	130	412	175	435	310	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	4165	120	323	2128	453	130	412	175	435	310	601
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	3624	120	323	1851	453	130	412	175	435	310	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	3624	120	323	1851	453	130	412	175	435	310	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	297	3624	120	323	1851	453	130	412	175	435	310	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.39	0.61	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2596	1103	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.64	0.07	0.10	0.32	0.26	0.04	0.16	0.16	0.14	0.16	0.34
Crit Moves:		****		****			****					****
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	37.5	25.5	36.8	52.3
Volume/Cap:	1.15	1.33	0.11	1.12	0.67	0.46	0.57	1.14	0.72	0.92	0.75	1.12
Uniform Del:	78.0	44.3	12.6	77.2	33.0	22.1	76.2	73.2	61.4	71.3	62.4	58.8
IncremntDel:	103.6	150	0.0	90.8	0.6	0.3	3.3	85.6	3.1	23.3	2.7	68.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.21	1.46	1.00	0.78	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	181.7	204	18.3	168.1	26.5	14.9	79.5	159	64.5	94.6	65.1	127.3
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:	181.7	204	18.3	168.1	26.5	14.9	79.5	159	64.5	94.6	65.1	127.3
LOS by Move:	F	F	B-	F	C	B	E-	F	E	F	E	F
HCM2kAvgQ:	15	98	4	13	18	9	5	23	15	17	16	45

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

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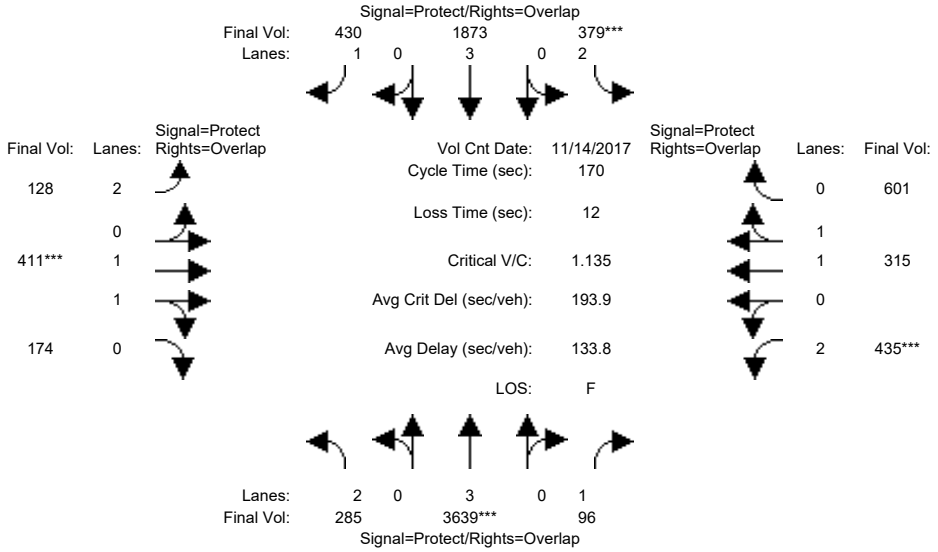
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #56: Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge 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:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	285	4183	96	379	2153	430	128	411	174	435	315	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	4183	96	379	2153	430	128	411	174	435	315	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	4183	96	379	2153	430	128	411	174	435	315	601
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	3639	96	379	1873	430	128	411	174	435	315	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	3639	96	379	1873	430	128	411	174	435	315	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	3639	96	379	1873	430	128	411	174	435	315	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.39	0.61	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2599	1100	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.64	0.05	0.12	0.33	0.25	0.04	0.16	0.16	0.14	0.17	0.34
Crit Moves:		****		****				****		****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	37.5	25.5	36.8	52.3
Volume/Cap:	1.11	1.33	0.09	1.32	0.67	0.44	0.56	1.14	0.72	0.92	0.77	1.12
Uniform Del:	78.0	44.3	12.4	77.2	33.2	21.7	76.2	73.2	61.3	71.3	62.5	58.8
IncremntDel:	87.5	153	0.0	166.1	0.7	0.3	3.0	84.1	3.1	23.3	3.0	68.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.21	1.46	1.00	0.78	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	165.5	206	18.1	243.3	26.7	14.6	79.2	157	64.4	94.6	65.6	127.2
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:	165.5	206	18.1	243.3	26.7	14.6	79.2	157	64.4	94.6	65.6	127.2
LOS by Move:	F	F	B-	F	C	B	E-	F	E	F	E	F
HCM2kAvgQ:	14	99	3	18	19	8	5	23	15	17	17	45

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

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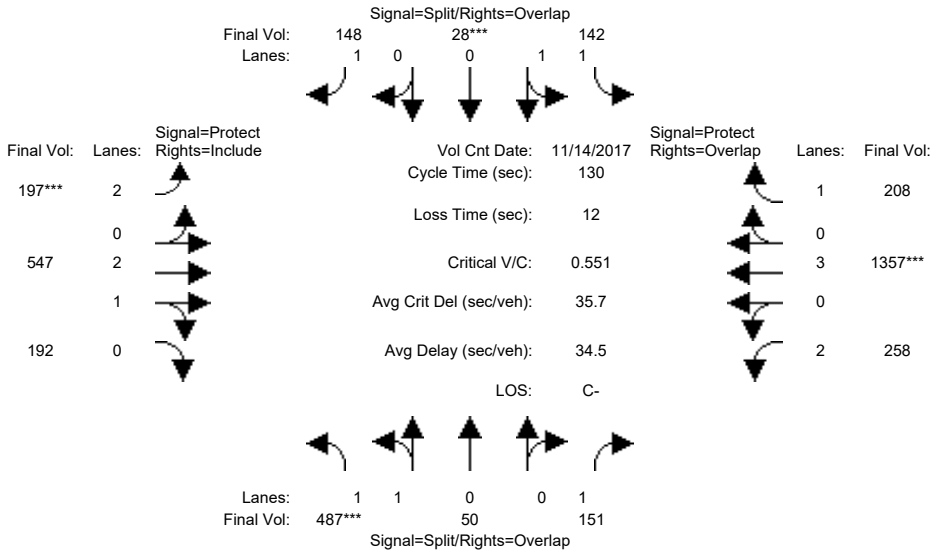
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1214: LAWRENCE RAMPS / EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	487	50	151	142	28	148	197	547	192	258	1357	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	50	151	142	28	148	197	547	192	258	1357	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	50	151	142	28	148	197	547	192	258	1357	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	50	151	142	28	148	197	547	192	258	1357	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	50	151	142	28	148	197	547	192	258	1357	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	50	151	142	28	148	197	547	192	258	1357	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.82	0.18	1.00	1.68	0.32	1.00	2.00	2.19	0.81	2.00	3.00	1.00
Final Sat.:	3219	331	1750	2965	585	1750	3150	4143	1454	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.09	0.05	0.05	0.08	0.06	0.13	0.13	0.08	0.24	0.12
Crit Moves:	****				****		****				****	
Green Time:	35.7	35.7	62.9	11.3	11.3	26.1	14.8	43.8	43.8	27.2	56.2	67.5
Volume/Cap:	0.55	0.55	0.18	0.55	0.55	0.42	0.55	0.39	0.39	0.39	0.55	0.23
Uniform Del:	40.3	40.3	19.0	56.9	56.9	45.4	54.5	32.9	32.9	44.3	27.5	17.0
IncremntDel:	0.7	0.7	0.1	2.1	2.1	0.8	1.8	0.1	0.1	0.4	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.0	41.0	19.1	59.0	59.0	46.2	56.3	33.1	33.1	44.7	27.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	41.0	19.1	59.0	59.0	46.2	56.3	33.1	33.1	44.7	27.8	17.2
LOS by Move:	D	D	B-	E+	E+	D	E+	C-	C-	D	C	B
HCM2kAvgQ:	9	9	3	3	3	5	4	7	7	5	13	5

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

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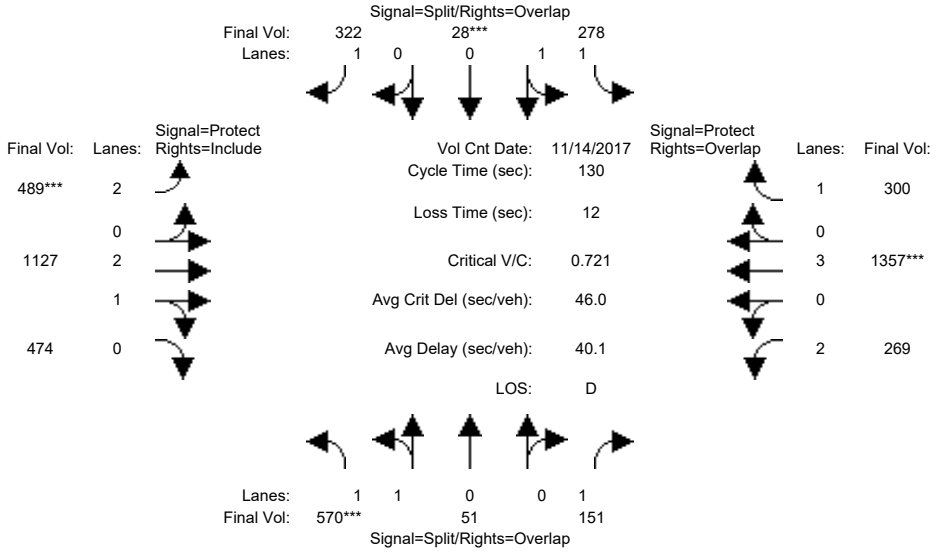
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #1214: LAWRENCE RAMPS / EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	570	51	151	278	28	322	489	1127	474	269	1357	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	51	151	278	28	322	489	1127	474	269	1357	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	51	151	278	28	322	489	1127	474	269	1357	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	51	151	278	28	322	489	1127	474	269	1357	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	51	151	278	28	322	489	1127	474	269	1357	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	51	151	278	28	322	489	1127	474	269	1357	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	1.84	0.16	1.00	1.82	0.18	1.00	2.00	2.08	0.92	2.00	3.00	1.00
Final Sat.:	3258	292	1750	3225	325	1750	3150	3940	1657	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.09	0.09	0.18	0.16	0.29	0.29	0.09	0.24	0.17
Crit Moves:	****				****		****				****	
Green Time:	31.5	31.5	47.8	15.5	15.5	43.5	28.0	54.6	54.6	16.3	42.9	58.5
Volume/Cap:	0.72	0.72	0.23	0.72	0.72	0.55	0.72	0.68	0.68	0.68	0.72	0.38
Uniform Del:	45.2	45.2	28.4	55.1	55.1	35.2	47.4	30.6	30.6	54.4	38.3	23.8
IncremntDel:	3.0	3.0	0.2	6.0	6.0	1.1	3.8	0.8	0.8	4.8	1.4	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	48.2	28.6	61.1	61.1	36.4	51.2	31.4	31.4	59.2	39.7	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:	48.2	48.2	28.6	61.1	61.1	36.4	51.2	31.4	31.4	59.2	39.7	24.1
LOS by Move:	D	D	C	E	E	D+	D-	C	C	E+	D	C
HCM2kAvgQ:	11	11	4	6	6	11	11	17	17	6	15	8

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

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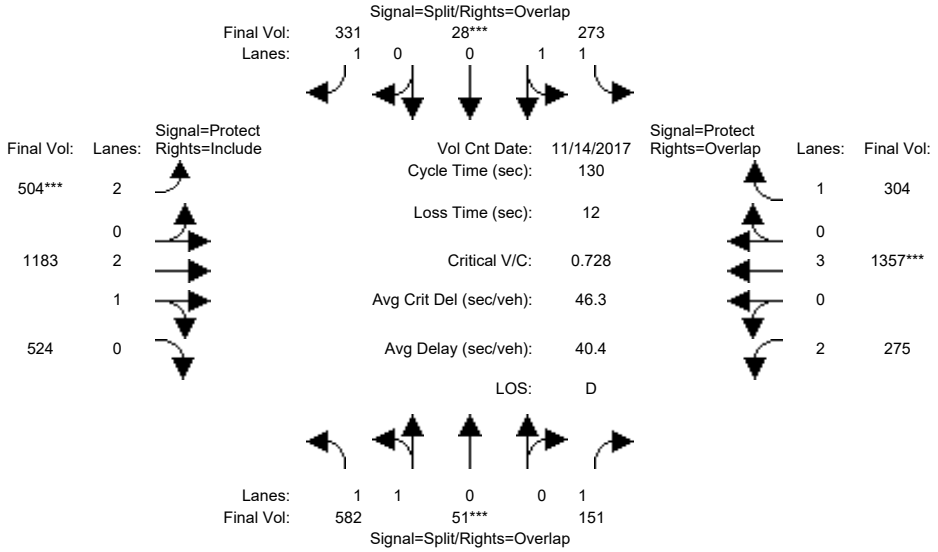
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1214: LAWRENCE RAMPS / EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	582	51	151	273	28	331	504	1183	524	275	1357	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	582	51	151	273	28	331	504	1183	524	275	1357	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	582	51	151	273	28	331	504	1183	524	275	1357	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	582	51	151	273	28	331	504	1183	524	275	1357	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	51	151	273	28	331	504	1183	524	275	1357	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	51	151	273	28	331	504	1183	524	275	1357	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	1.84	0.16	1.00	1.82	0.18	1.00	2.00	2.05	0.95	2.00	3.00	1.00
Final Sat.:	3264	286	1750	3220	330	1750	3150	3879	1718	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.09	0.08	0.08	0.19	0.16	0.30	0.30	0.09	0.24	0.17
Crit Moves:		****			****		****				****	
Green Time:	31.8	31.8	47.6	15.1	15.1	43.7	28.6	55.2	55.2	15.8	42.5	57.6
Volume/Cap:	0.73	0.73	0.24	0.73	0.73	0.56	0.73	0.72	0.72	0.72	0.73	0.39
Uniform Del:	45.1	45.1	28.6	55.4	55.4	35.3	47.1	30.9	30.9	54.9	38.7	24.4
IncremntDel:	3.1	3.1	0.2	6.4	6.4	1.3	3.9	1.1	1.1	6.4	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.3	48.3	28.7	61.9	61.9	36.6	51.0	32.0	32.0	61.4	40.1	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	48.3	28.7	61.9	61.9	36.6	51.0	32.0	32.0	61.4	40.1	24.7
LOS by Move:	D	D	C	E	E	D+	D-	C-	C-	E	D	C
HCM2kAvgQ:	11	11	4	6	6	11	11	19	19	6	15	8

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

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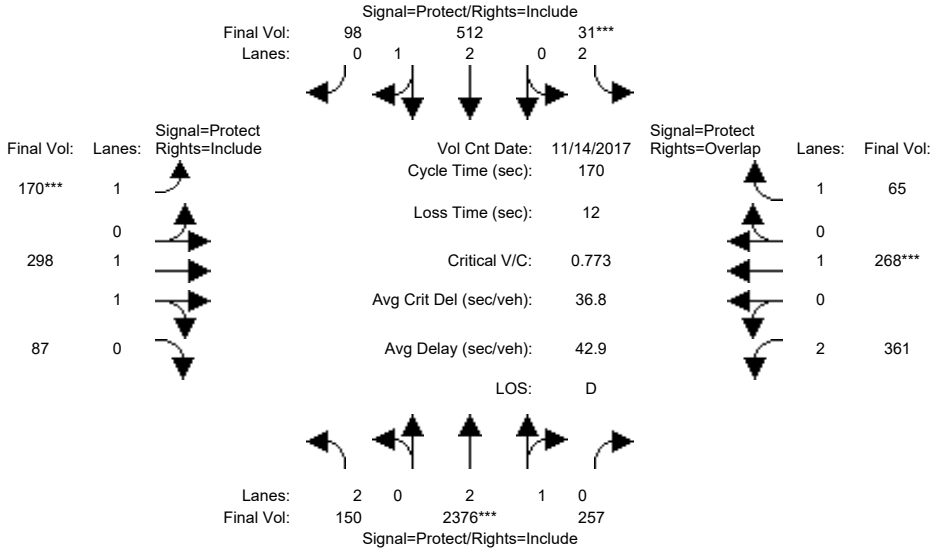
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	150	2376	257	31	512	98	170	298	87	361	268	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:	150	2376	257	31	512	98	170	298	87	361	268	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:	150	2376	257	31	512	98	170	298	87	361	268	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:	150	2376	257	31	512	98	170	298	87	361	268	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2376	257	31	512	98	170	298	87	361	268	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:	150	2376	257	31	512	98	170	298	87	361	268	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.70	0.30	2.00	2.50	0.50	1.00	1.54	0.46	2.00	1.00	1.00
Final Sat.:	3150	5053	547	3150	4699	899	1750	2863	836	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.01	0.11	0.11	0.10	0.10	0.10	0.11	0.14	0.04
Crit Moves:		****		****			****				****	
Green Time:	32.6	100	100.2	7.0	74.6	74.6	20.7	24.2	24.2	26.6	30.1	37.1
Volume/Cap:	0.25	0.80	0.80	0.24	0.25	0.25	0.80	0.73	0.73	0.73	0.80	0.17
Uniform Del:	58.3	27.0	27.0	78.9	30.0	30.0	72.6	69.8	69.8	68.3	67.1	54.0
IncremntDel:	0.2	1.4	1.4	1.0	0.1	0.1	18.7	5.2	5.2	5.6	12.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.5	28.5	28.5	79.9	30.1	30.1	91.3	75.1	75.1	73.9	79.6	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	28.5	28.5	79.9	30.1	30.1	91.3	75.1	75.1	73.9	79.6	54.2
LOS by Move:	E+	C	C	E-	C	C	F	E-	E-	E	E-	D-
HCM2kAvgQ:	4	35	35	1	6	6	11	11	11	11	13	3

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

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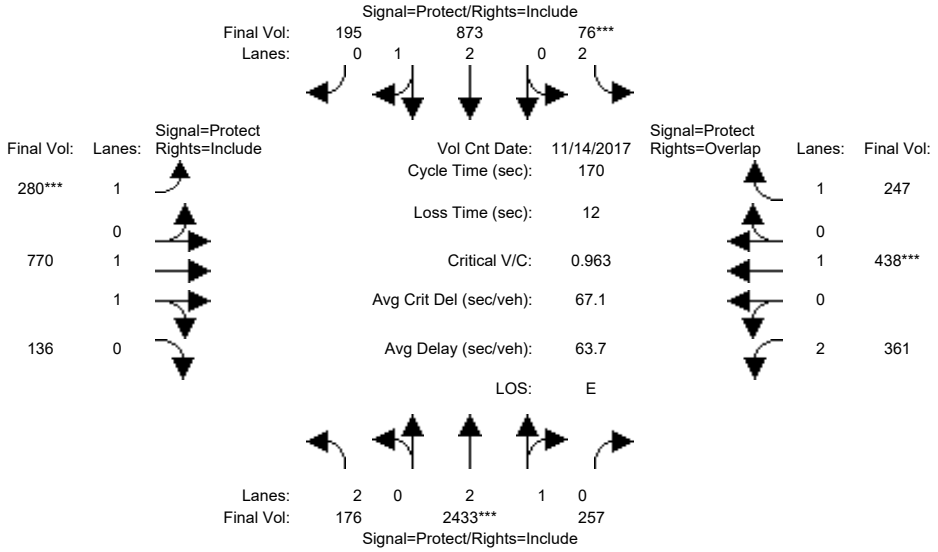
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	176	2433	257	76	873	195	280	770	136	361	438	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	2433	257	76	873	195	280	770	136	361	438	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	2433	257	76	873	195	280	770	136	361	438	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	2433	257	76	873	195	280	770	136	361	438	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	2433	257	76	873	195	280	770	136	361	438	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	2433	257	76	873	195	280	770	136	361	438	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.70	0.30	2.00	2.43	0.57	1.00	1.69	0.31	2.00	1.00	1.00
Final Sat.:	3150	5064	535	3150	4576	1022	1750	3144	555	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.48	0.48	0.02	0.19	0.19	0.16	0.24	0.24	0.11	0.23	0.14
Crit Moves:		****		****			****				****	
Green Time:	20.5	83.3	83.3	7.0	69.8	69.8	27.7	46.1	46.1	21.6	40.0	47.0
Volume/Cap:	0.46	0.98	0.98	0.59	0.46	0.46	0.98	0.90	0.90	0.90	0.98	0.51
Uniform Del:	69.7	42.6	42.6	80.1	36.5	36.5	70.9	59.8	59.8	73.2	64.6	51.8
IncremntDel:	0.9	12.9	12.9	6.8	0.1	0.1	47.7	11.2	11.2	23.1	37.4	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.6	55.5	55.5	86.9	36.6	36.6	118.6	71.0	71.0	96.2	102	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	55.5	55.5	86.9	36.6	36.6	118.6	71.0	71.0	96.2	102	52.8
LOS by Move:	E	E+	E+	F	D+	D+	F	E	E	F	F	D-
HCM2kAvgQ:	5	46	46	2	13	13	20	26	26	11	23	11

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

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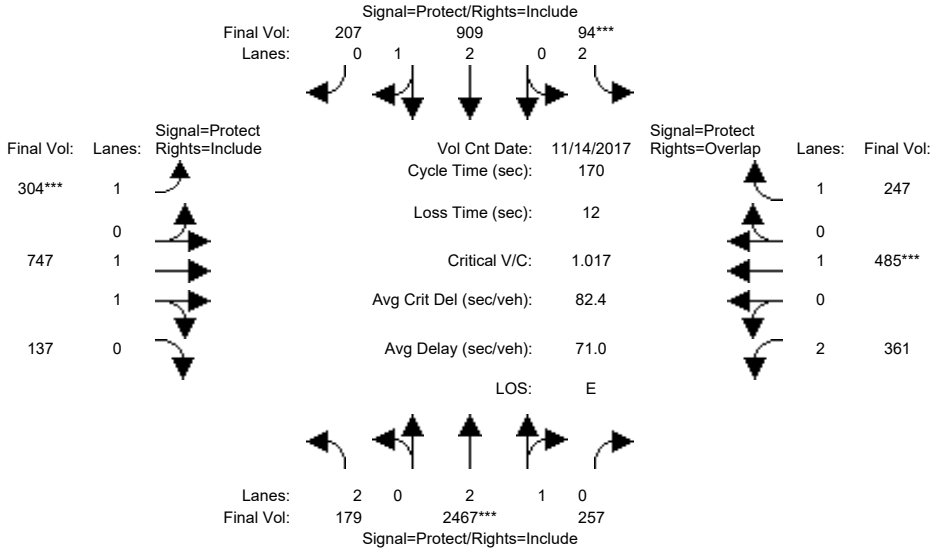
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	179	2467	257	94	909	207	304	747	137	361	485	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	2467	257	94	909	207	304	747	137	361	485	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	2467	257	94	909	207	304	747	137	361	485	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	2467	257	94	909	207	304	747	137	361	485	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	2467	257	94	909	207	304	747	137	361	485	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	2467	257	94	909	207	304	747	137	361	485	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.71	0.29	2.00	2.42	0.58	1.00	1.68	0.32	2.00	1.00	1.00
Final Sat.:	3150	5071	528	3150	4560	1038	1750	3126	573	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.03	0.20	0.20	0.17	0.24	0.24	0.11	0.26	0.14
Crit Moves:		****		****			****				****	
Green Time:	19.4	80.2	80.2	7.0	67.9	67.9	28.7	47.8	47.8	22.9	42.1	49.1
Volume/Cap:	0.50	1.03	1.03	0.72	0.50	0.50	1.03	0.85	0.85	0.85	1.03	0.49
Uniform Del:	70.8	44.9	44.9	80.5	38.3	38.3	70.7	57.7	57.7	71.8	63.9	50.1
IncremntDel:	1.1	26.0	26.0	18.3	0.2	0.2	60.5	6.7	6.7	14.9	49.6	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.9	70.8	70.8	98.8	38.5	38.5	131.2	64.4	64.4	86.7	114	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	70.8	70.8	98.8	38.5	38.5	131.2	64.4	64.4	86.7	114	50.8
LOS by Move:	E	E	E	F	D+	D+	F	E	E	F	F	D
HCM2kAvgQ:	5	51	51	3	14	14	23	24	24	11	27	11

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

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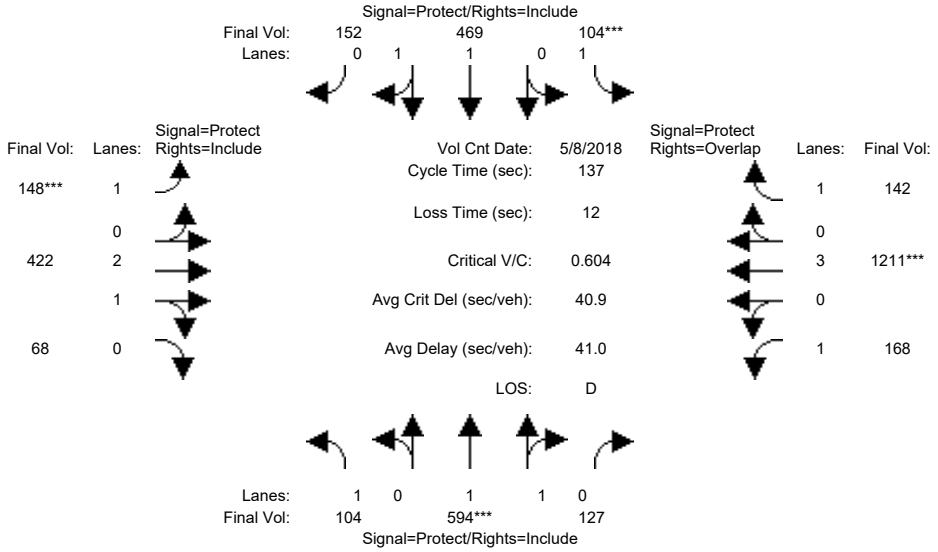
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:45 AM - 9:45 AM												
Base Vol:	104	594	127	104	469	152	148	422	68	168	1211	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:	104	594	127	104	469	152	148	422	68	168	1211	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:	104	594	127	104	469	152	148	422	68	168	1211	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:	104	594	127	104	469	152	148	422	68	168	1211	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	594	127	104	469	152	148	422	68	168	1211	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:	104	594	127	104	469	152	148	422	68	168	1211	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	1.50	0.50	1.00	2.57	0.43	1.00	3.00	1.00
Final Sat.:	1750	3048	652	1750	2794	905	1750	4822	777	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.06	0.17	0.17	0.08	0.09	0.09	0.10	0.21	0.08
Crit Moves:		****		****			****				****	
Green Time:	15.1	44.2	44.2	13.5	42.6	42.6	19.2	32.1	32.1	35.2	48.2	61.6
Volume/Cap:	0.54	0.60	0.60	0.60	0.54	0.54	0.60	0.37	0.37	0.37	0.60	0.18
Uniform Del:	57.7	39.1	39.1	59.2	39.1	39.1	55.3	44.0	44.0	41.8	36.6	22.6
IncremntDel:	3.1	0.9	0.9	6.0	0.5	0.5	4.2	0.2	0.2	0.5	0.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.8	39.9	39.9	65.2	39.6	39.6	59.6	44.2	44.2	42.3	37.1	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	39.9	39.9	65.2	39.6	39.6	59.6	44.2	44.2	42.3	37.1	22.7
LOS by Move:	E	D	D	E	D	D	E+	D	D	D	D+	C+
HCM2kAvgQ:	4	12	12	5	11	11	6	6	6	6	13	4

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

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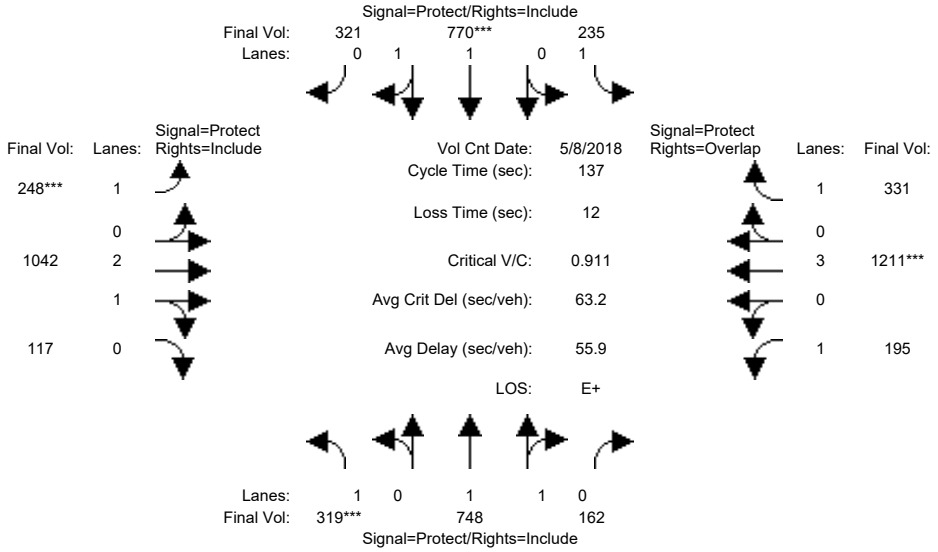
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:45 AM - 9:45 AM												
Base Vol:	319	748	162	235	770	321	248	1042	117	195	1211	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	748	162	235	770	321	248	1042	117	195	1211	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	748	162	235	770	321	248	1042	117	195	1211	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	748	162	235	770	321	248	1042	117	195	1211	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	748	162	235	770	321	248	1042	117	195	1211	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	748	162	235	770	321	248	1042	117	195	1211	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.40	0.60	1.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1750	3041	659	1750	2611	1088	1750	5034	565	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.25	0.13	0.29	0.29	0.14	0.21	0.21	0.11	0.21	0.19
Crit Moves:	****				****		****				****	
Green Time:	27.4	46.4	46.4	25.3	44.3	44.3	21.3	34.6	34.6	18.6	31.9	57.3
Volume/Cap:	0.91	0.73	0.73	0.73	0.91	0.91	0.91	0.82	0.82	0.82	0.91	0.45
Uniform Del:	53.6	39.7	39.7	52.6	44.4	44.4	56.9	48.2	48.2	57.5	51.1	28.6
IncremntDel:	27.0	2.2	2.2	8.0	10.5	10.5	32.2	3.9	3.9	19.6	9.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.6	41.9	41.9	60.5	54.9	54.9	89.2	52.2	52.2	77.2	60.8	29.1
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:	80.6	41.9	41.9	60.5	54.9	54.9	89.2	52.2	52.2	77.2	60.8	29.1
LOS by Move:	F	D	D	E	D-	D-	F	D-	D-	E-	E	C
HCM2kAvgQ:	14	16	16	10	24	24	12	16	16	9	18	10

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

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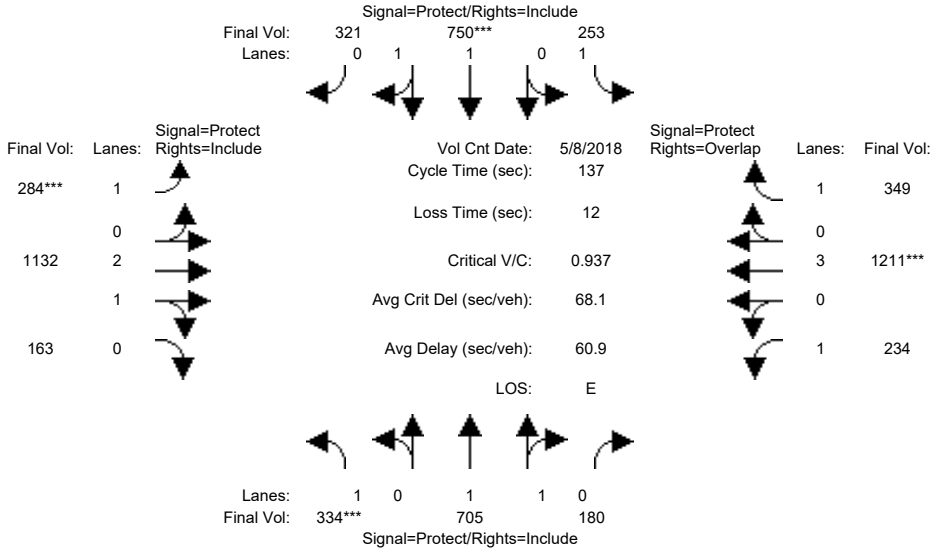
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:45 AM - 9:45 AM												
Base Vol:	334	705	180	253	750	321	284	1132	163	234	1211	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	705	180	253	750	321	284	1132	163	234	1211	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	705	180	253	750	321	284	1132	163	234	1211	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	705	180	253	750	321	284	1132	163	234	1211	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	705	180	253	750	321	284	1132	163	234	1211	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	705	180	253	750	321	284	1132	163	234	1211	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.38	0.62	1.00	2.61	0.39	1.00	3.00	1.00
Final Sat.:	1750	2947	752	1750	2590	1109	1750	4894	705	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.14	0.29	0.29	0.16	0.23	0.23	0.13	0.21	0.20
Crit Moves:	****				****		****				****	
Green Time:	27.9	43.8	43.8	26.5	42.3	42.3	23.7	34.7	34.7	20.1	31.1	57.5
Volume/Cap:	0.94	0.75	0.75	0.75	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.48
Uniform Del:	53.7	41.7	41.7	52.1	46.0	46.0	55.9	49.7	49.7	57.6	52.0	28.8
IncremntDel:	31.9	2.7	2.7	9.0	14.1	14.1	35.4	9.3	9.3	33.9	12.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.6	44.4	44.4	61.1	60.2	60.2	91.3	58.9	58.9	91.6	64.9	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	44.4	44.4	61.1	60.2	60.2	91.3	58.9	58.9	91.6	64.9	29.3
LOS by Move:	F	D	D	E	E	E	F	E+	E+	F	E	C
HCM2kAvgQ:	14	16	16	11	24	24	14	19	19	12	18	11

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

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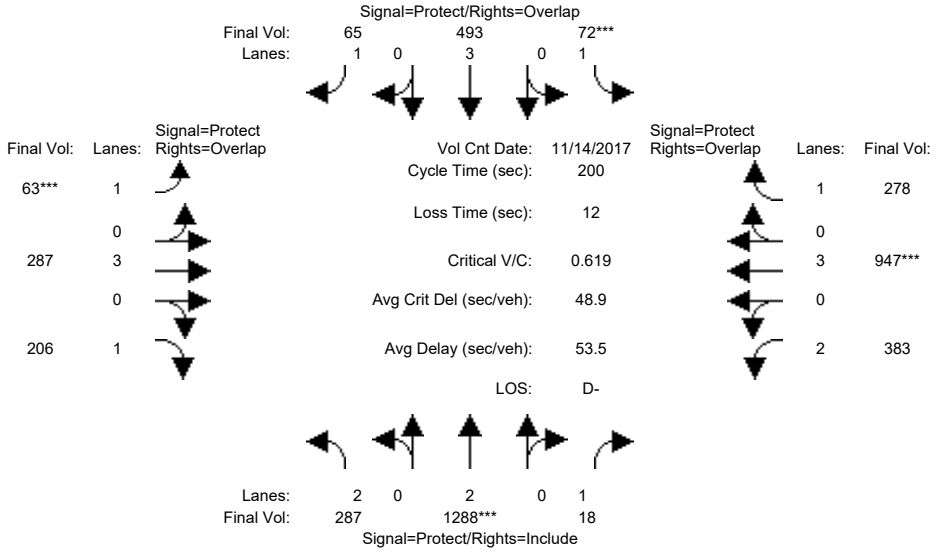
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	287	1288	18	72	493	65	63	287	206	383	947	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1288	18	72	493	65	63	287	206	383	947	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1288	18	72	493	65	63	287	206	383	947	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1288	18	72	493	65	63	287	206	383	947	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1288	18	72	493	65	63	287	206	383	947	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1288	18	72	493	65	63	287	206	383	947	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.01	0.04	0.09	0.04	0.04	0.05	0.12	0.12	0.17	0.16
Crit Moves:		****		****			****				****	
Green Time:	63.0	109	109.4	13.3	59.8	71.4	11.6	19.1	82.1	46.2	53.6	66.9
Volume/Cap:	0.29	0.62	0.02	0.62	0.29	0.10	0.62	0.53	0.29	0.53	0.62	0.47
Uniform Del:	51.7	31.0	20.7	90.9	53.8	42.9	92.0	86.1	39.4	67.4	64.2	52.6
IncremntDel:	0.2	0.6	0.0	9.8	0.1	0.1	11.1	1.0	0.2	0.7	0.8	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.8	31.6	20.7	100.7	53.9	43.0	103.1	87.1	39.6	68.1	65.0	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	31.6	20.7	100.7	53.9	43.0	103.1	87.1	39.6	68.1	65.0	53.2
LOS by Move:	D-	C	C+	F	D-	D	F	F	D	E	E	D-
HCM2kAvgQ:	8	26	1	5	7	3	4	5	9	12	17	14

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

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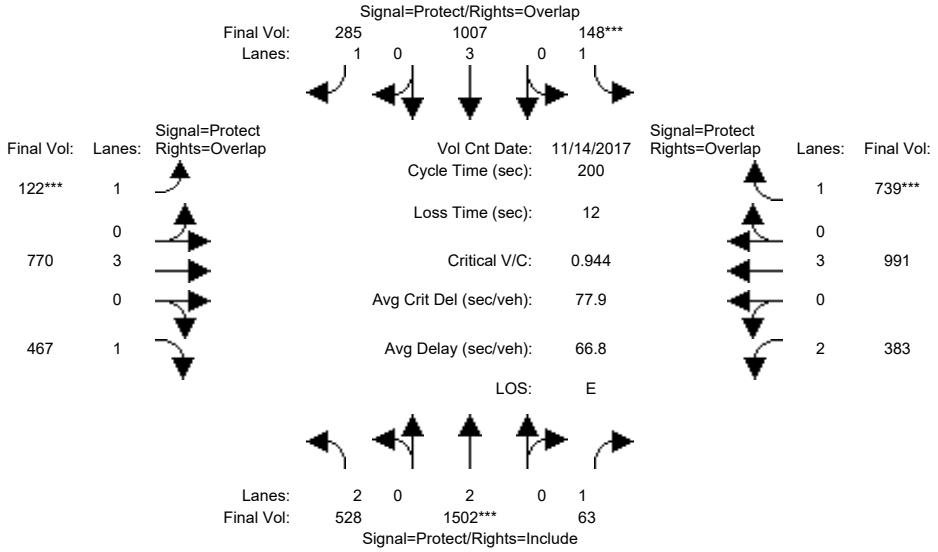
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	528	1502	63	148	1007	285	122	770	467	383	991	739
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	1502	63	148	1007	285	122	770	467	383	991	739
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	1502	63	148	1007	285	122	770	467	383	991	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	1502	63	148	1007	285	122	770	467	383	991	739
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	1502	63	148	1007	285	122	770	467	383	991	739
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	528	1502	63	148	1007	285	122	770	467	383	991	739
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.04	0.08	0.18	0.16	0.07	0.14	0.27	0.12	0.17	0.42
Crit Moves:		****		****			****					****
Green Time:	49.5	83.8	83.8	17.9	52.2	66.9	14.8	45.4	94.9	40.9	71.6	89.5
Volume/Cap:	0.68	0.94	0.09	0.94	0.68	0.49	0.94	0.59	0.56	0.59	0.49	0.94
Uniform Del:	68.0	55.9	35.0	90.5	66.4	52.9	92.2	69.1	37.6	72.0	49.9	52.9
IncremntDel:	2.4	11.8	0.1	55.2	1.3	0.6	61.8	0.8	0.9	1.5	0.2	19.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.4	67.7	35.1	145.7	67.6	53.5	154.0	69.8	38.5	73.6	50.1	72.6
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:	70.4	67.7	35.1	145.7	67.6	53.5	154.0	69.8	38.5	73.6	50.1	72.6
LOS by Move:	E	E	D+	F	E	D-	F	E	D+	E	D	E
HCM2kAvgQ:	17	47	2	11	18	14	9	13	21	13	15	50

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

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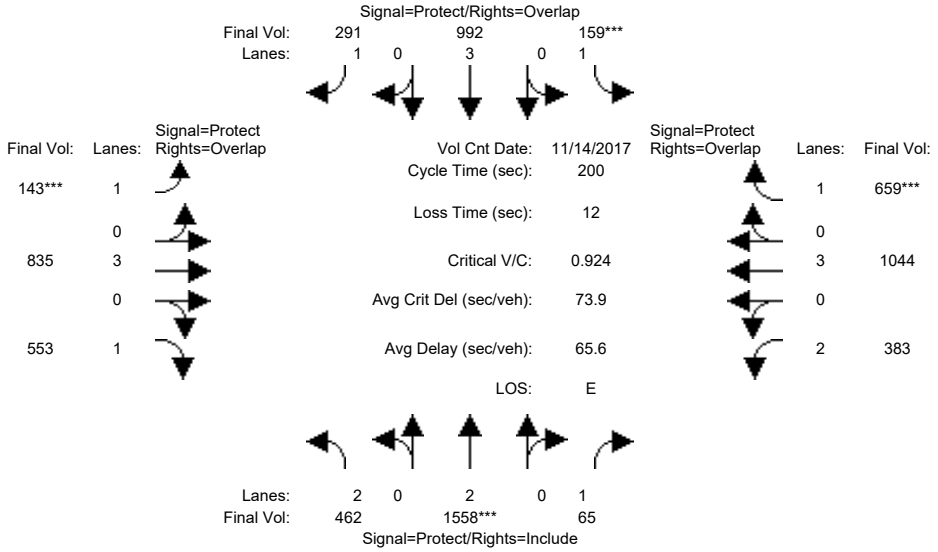
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	462	1558	65	159	992	291	143	835	553	383	1044	659
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	1558	65	159	992	291	143	835	553	383	1044	659
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	1558	65	159	992	291	143	835	553	383	1044	659
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	1558	65	159	992	291	143	835	553	383	1044	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	1558	65	159	992	291	143	835	553	383	1044	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	1558	65	159	992	291	143	835	553	383	1044	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.04	0.09	0.17	0.17	0.08	0.15	0.32	0.12	0.18	0.38
Crit Moves:		****		****			****					****
Green Time:	49.6	88.8	88.8	19.7	58.8	76.5	17.7	46.3	95.9	33.2	61.9	81.5
Volume/Cap:	0.59	0.92	0.08	0.92	0.59	0.43	0.92	0.63	0.66	0.73	0.59	0.92
Uniform Del:	66.3	52.4	32.1	89.4	60.3	45.7	90.5	69.2	39.6	79.1	58.4	56.3
IncremntDel:	1.2	9.0	0.0	46.9	0.6	0.5	50.2	1.0	1.9	5.2	0.5	17.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.5	61.4	32.2	136.4	60.9	46.2	140.7	70.2	41.5	84.4	58.9	74.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	61.4	32.2	136.4	60.9	46.2	140.7	70.2	41.5	84.4	58.9	74.0
LOS by Move:	E	E	C-	F	E	D	F	E	D	F	E+	E
HCM2kAvgQ:	15	47	2	12	17	14	9	14	26	14	18	44

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

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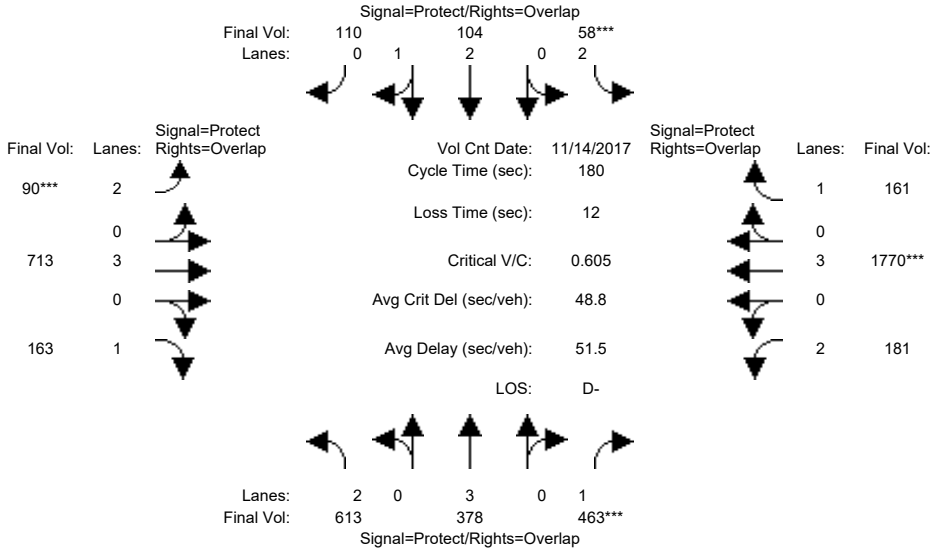
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	613	378	463	58	104	110	90	713	163	181	1770	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	378	463	58	104	110	90	713	163	181	1770	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	378	463	58	104	110	90	713	163	181	1770	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	378	463	58	104	110	90	713	163	181	1770	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	378	463	58	104	110	90	713	163	181	1770	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	613	378	463	58	104	110	90	713	163	181	1770	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.26	0.02	0.03	0.06	0.03	0.13	0.09	0.06	0.31	0.09
Crit Moves:			****	****			****				****	
Green Time:	38.9	58.0	76.7	11.8	32.1	44.9	12.8	66.8	105.7	18.7	72.8	84.6
Volume/Cap:	0.90	0.21	0.62	0.28	0.15	0.25	0.40	0.34	0.16	0.55	0.77	0.20
Uniform Del:	68.7	44.3	40.3	80.1	62.5	54.1	79.9	40.7	16.9	76.7	46.3	27.8
IncremntDel:	15.1	0.1	1.6	0.7	0.1	0.2	1.2	0.1	0.1	2.1	1.6	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	44.3	41.9	80.8	62.5	54.3	81.1	40.8	17.0	78.7	47.9	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:	83.7	44.3	41.9	80.8	62.5	54.3	81.1	40.8	17.0	78.7	47.9	28.0
LOS by Move:	F	D	D	F	E	D-	F	D	B	E-	D	C
HCM2kAvgQ:	21	5	21	2	2	5	3	9	4	6	28	5

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

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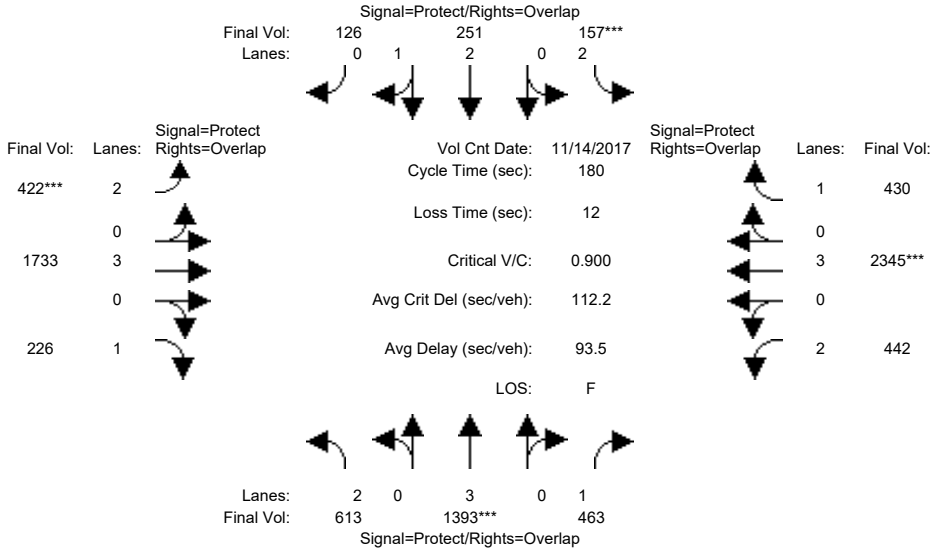
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	613	1393	463	157	251	126	422	1733	226	442	2345	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	1393	463	157	251	126	422	1733	226	442	2345	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	1393	463	157	251	126	422	1733	226	442	2345	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	1393	463	157	251	126	422	1733	226	442	2345	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	1393	463	157	251	126	422	1733	226	442	2345	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	613	1393	463	157	251	126	422	1733	226	442	2345	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.26	0.05	0.07	0.07	0.13	0.30	0.13	0.14	0.41	0.25
Crit Moves:		****		****			****				****	
Green Time:	38.9	58.0	76.7	11.8	32.1	44.9	12.8	66.8	105.7	18.7	72.8	84.6
Volume/Cap:	0.90	0.76	0.62	0.76	0.37	0.29	1.88	0.82	0.22	1.35	1.02	0.52
Uniform Del:	68.7	54.7	40.3	82.7	65.1	54.6	83.6	51.1	17.6	80.6	53.6	33.5
IncremntDel:	15.1	1.9	1.6	15.1	0.2	0.1	414.3	2.7	0.1	176.6	23.2	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	56.6	41.9	97.8	65.3	54.8	497.9	53.8	17.7	257.3	76.8	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	56.6	41.9	97.8	65.3	54.8	497.9	53.8	17.7	257.3	76.8	34.1
LOS by Move:	F	E+	D	F	E	D-	F	D-	B	F	E-	C-
HCM2kAvgQ:	19	22	20	7	6	6	30	30	6	25	50	17

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

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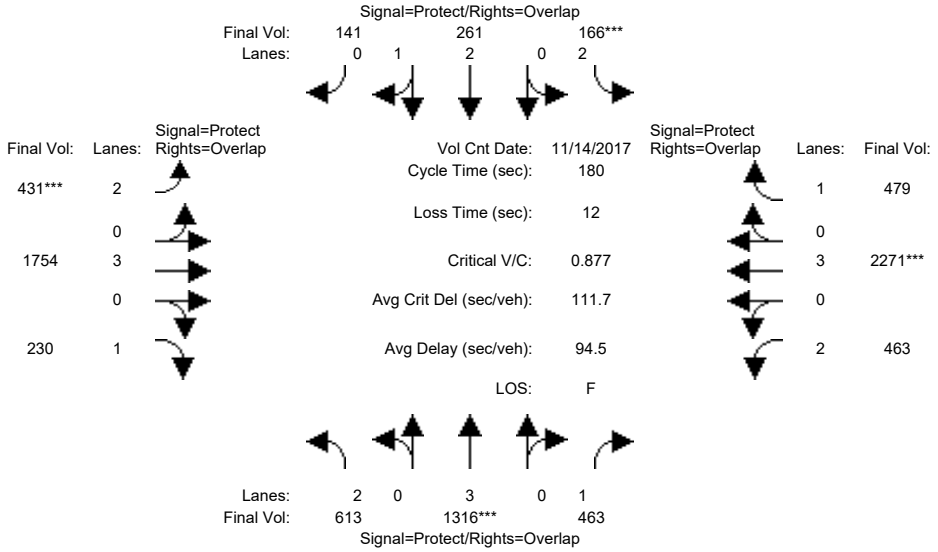
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	1316	463	166	261	141	431	1754	230	463	2271	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	1316	463	166	261	141	431	1754	230	463	2271	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.26	0.05	0.07	0.08	0.14	0.31	0.13	0.15	0.40	0.27
Crit Moves:		****		****			****				****	
Green Time:	38.9	58.0	76.7	11.8	32.1	44.9	12.8	66.8	105.7	18.7	72.8	84.6
Volume/Cap:	0.90	0.72	0.62	0.80	0.39	0.32	1.92	0.83	0.22	1.41	0.99	0.58
Uniform Del:	68.7	53.8	40.3	83.0	65.2	55.1	83.6	51.4	17.7	80.6	53.1	34.8
IncremntDel:	15.1	1.4	1.6	19.9	0.2	0.2	432.1	2.9	0.1	203.8	15.4	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	55.1	41.9	102.9	65.5	55.3	515.7	54.3	17.8	284.4	68.4	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	55.1	41.9	102.9	65.5	55.3	515.7	54.3	17.8	284.4	68.4	35.9
LOS by Move:	F	E+	D	F	E	E+	F	D-	B	F	E	D+
HCM2kAvgQ:	19	20	20	7	6	7	30	30	6	27	47	20

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

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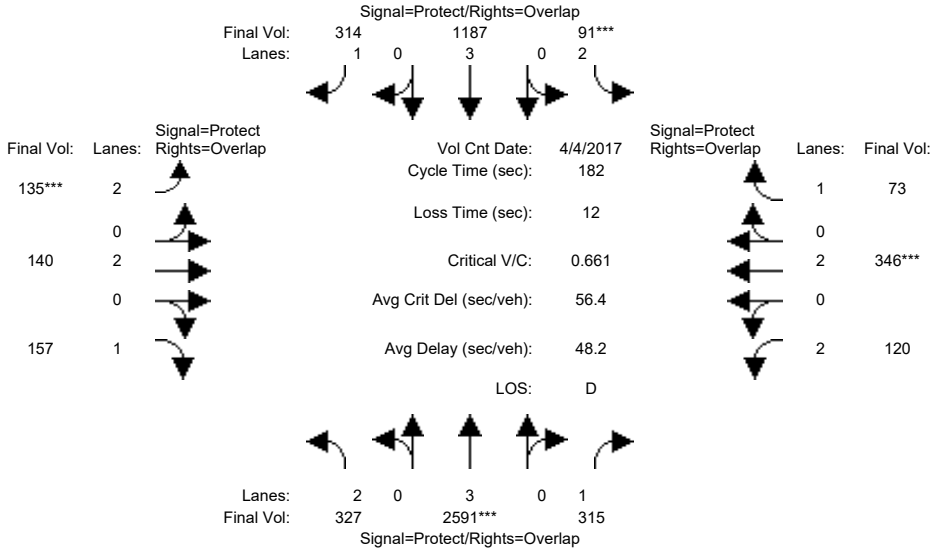
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 4 Apr 2017 << 7:45 AM - 8:45 AM												
Base Vol:	327	2978	315	91	1364	314	135	140	157	120	346	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	2978	315	91	1364	314	135	140	157	120	346	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	2978	315	91	1364	314	135	140	157	120	346	73
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	2591	315	91	1187	314	135	140	157	120	346	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	2591	315	91	1187	314	135	140	157	120	346	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	2591	315	91	1187	314	135	140	157	120	346	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.45	0.18	0.03	0.21	0.18	0.04	0.04	0.10	0.04	0.09	0.04
Crit Moves:		****			****			****			****	
Green Time:	23.4	94.0	109.0	17.1	87.4	103.0	15.6	31.9	55.3	15.0	31.3	48.4
Volume/Cap:	0.81	0.88	0.30	0.31	0.43	0.32	0.50	0.21	0.32	0.46	0.53	0.16
Uniform Del:	77.1	39.0	17.9	76.9	31.1	20.9	79.5	64.3	48.9	79.7	68.6	51.2
IncremntDel:	11.4	3.4	0.2	0.6	0.1	0.2	1.5	0.2	0.4	1.3	0.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.26	1.39	1.00	0.80	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.5	52.6	25.0	77.5	24.8	13.8	80.9	64.4	49.3	81.0	69.5	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	52.6	25.0	77.5	24.8	13.8	80.9	64.4	49.3	81.0	69.5	51.3
LOS by Move:	F	D-	C	E-	C	B	F	E	D	F	E	D-
HCM2kAvgQ:	13	46	12	3	11	6	4	3	7	4	9	3

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

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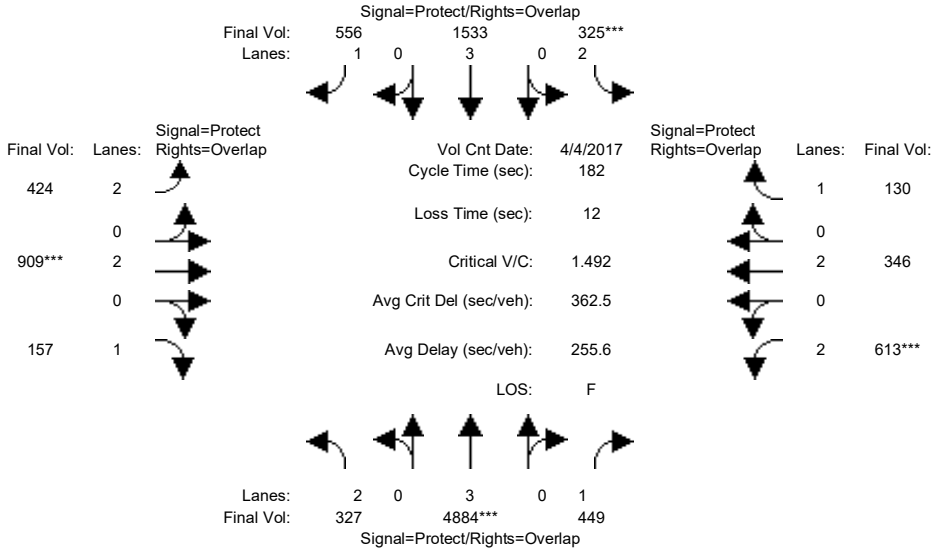
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 4 Apr 2017 << 7:45 AM - 8:45 AM												
Base Vol:	327	5614	449	325	1762	556	424	909	157	613	346	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	5614	449	325	1762	556	424	909	157	613	346	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	5614	449	325	1762	556	424	909	157	613	346	130
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	4884	449	325	1533	556	424	909	157	613	346	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	4884	449	325	1533	556	424	909	157	613	346	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	4884	449	325	1533	556	424	909	157	613	346	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.86	0.26	0.10	0.27	0.32	0.13	0.24	0.10	0.19	0.09	0.07
Crit Moves:		****		****				****		****		
Green Time:	23.4	94.0	109.0	17.1	87.4	103.0	15.6	31.9	55.3	15.0	31.3	48.4
Volume/Cap:	0.81	1.66	0.43	1.10	0.56	0.56	1.57	1.36	0.32	2.36	0.53	0.28
Uniform Del:	77.1	44.0	19.7	82.4	33.6	25.1	83.2	75.0	48.9	83.5	68.6	53.0
IncremntDel:	11.4	298	0.3	81.0	0.3	0.7	274.0	174	0.4	624.6	0.8	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.26	1.39	1.00	0.80	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.5	354	27.7	163.4	27.0	17.1	357.2	249	49.3	708.1	69.5	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	354	27.7	163.4	27.0	17.1	357.2	249	49.3	708.1	69.5	53.3
LOS by Move:	F	F	C	F	C	B	F	F	D	F	E	D-
HCM2kAvgQ:	13	166	19	14	16	14	25	39	7	46	8	6

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

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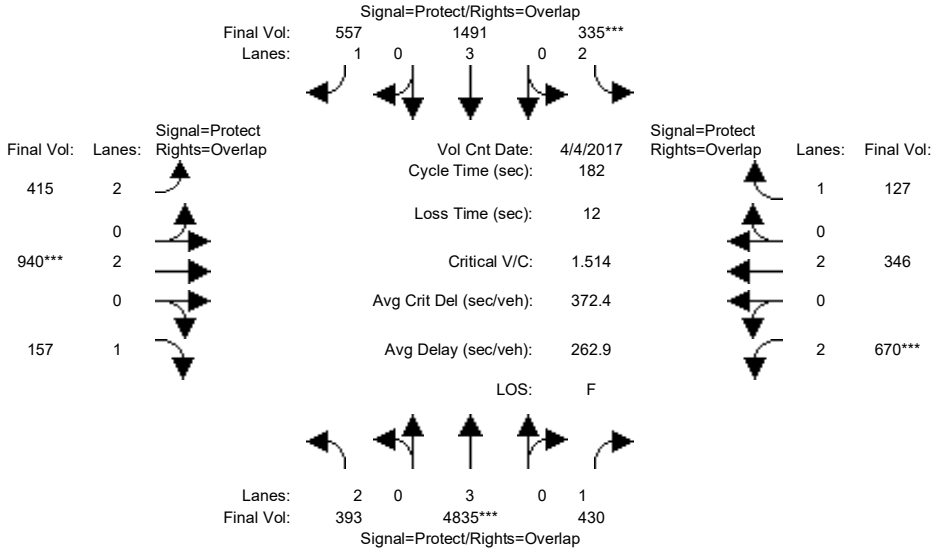
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 4 Apr 2017 << 7:45 AM - 8:45 AM												
Base Vol:	393	5557	430	335	1714	557	415	940	157	670	346	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	5557	430	335	1714	557	415	940	157	670	346	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	5557	430	335	1714	557	415	940	157	670	346	127
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	4835	430	335	1491	557	415	940	157	670	346	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	4835	430	335	1491	557	415	940	157	670	346	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	4835	430	335	1491	557	415	940	157	670	346	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.85	0.25	0.11	0.26	0.32	0.13	0.25	0.10	0.21	0.09	0.07
Crit Moves:		****		****				****		****		
Green Time:	23.4	94.0	109.0	17.1	87.4	103.0	15.6	31.9	55.3	15.0	31.3	48.4
Volume/Cap:	0.97	1.64	0.41	1.13	0.54	0.56	1.54	1.41	0.32	2.58	0.53	0.27
Uniform Del:	78.9	44.0	19.4	82.4	33.3	25.2	83.2	75.0	48.9	83.5	68.6	52.9
IncremntDel:	36.8	291	0.3	92.6	0.2	0.7	259.6	194	0.4	722.7	0.8	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.26	1.39	1.00	0.80	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	115.7	346	27.3	175.0	26.7	17.1	342.8	269	49.3	806.2	69.5	53.2
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:	115.7	346	27.3	175.0	26.7	17.1	342.8	269	49.3	806.2	69.5	53.2
LOS by Move:	F	F	C	F	C	B	F	F	D	F	E	D-
HCM2kAvgQ:	17	163	18	15	15	14	24	42	7	52	8	6

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

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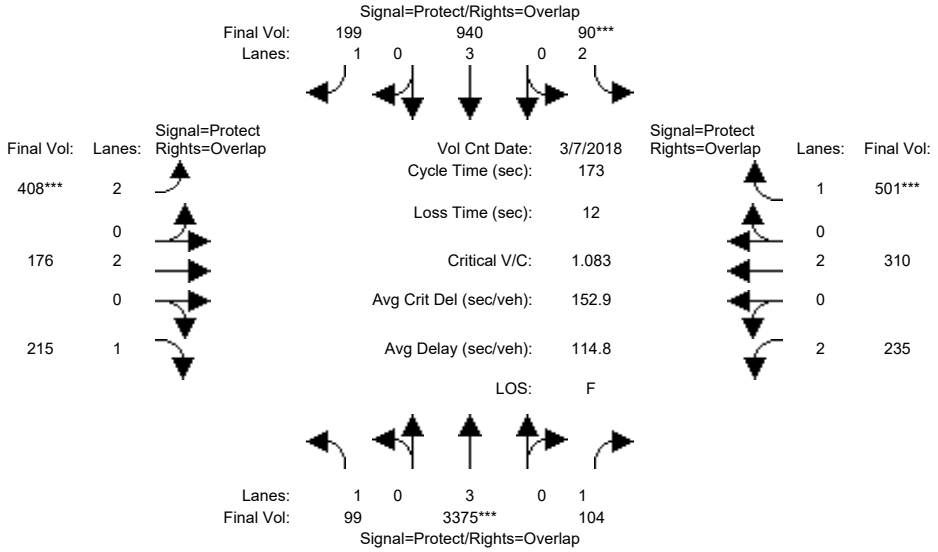
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5613: LAWRENCE EXPWY/REED 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:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	99	3879	104	90	1081	199	408	176	215	235	310	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	3879	104	90	1081	199	408	176	215	235	310	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	3879	104	90	1081	199	408	176	215	235	310	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	3375	104	90	940	199	408	176	215	235	310	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	3375	104	90	940	199	408	176	215	235	310	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	3375	104	90	940	199	408	176	215	235	310	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.59	0.06	0.03	0.16	0.11	0.13	0.05	0.12	0.07	0.08	0.29
Crit Moves:		****		****			****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	0.69	1.27	0.11	0.37	0.36	0.19	0.97	0.21	0.40	0.75	0.43	1.08
Uniform Del:	77.4	46.3	17.4	76.0	30.1	16.1	74.6	54.8	47.8	75.7	62.1	63.6
IncremntDel:	13.8	126	0.0	1.0	0.1	0.1	36.0	0.1	0.5	9.4	0.4	66.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.82	0.65	1.00	0.82	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.2	163	11.4	77.0	24.9	9.6	110.6	55.0	48.3	85.1	62.5	129.9
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:	91.2	163	11.4	77.0	24.9	9.6	110.6	55.0	48.3	85.1	62.5	129.9
LOS by Move:	F	F	B+	E-	C	A	F	D-	D	F	E	F
HCM2kAvgQ:	5	85	1	3	8	3	15	4	9	7	7	36

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

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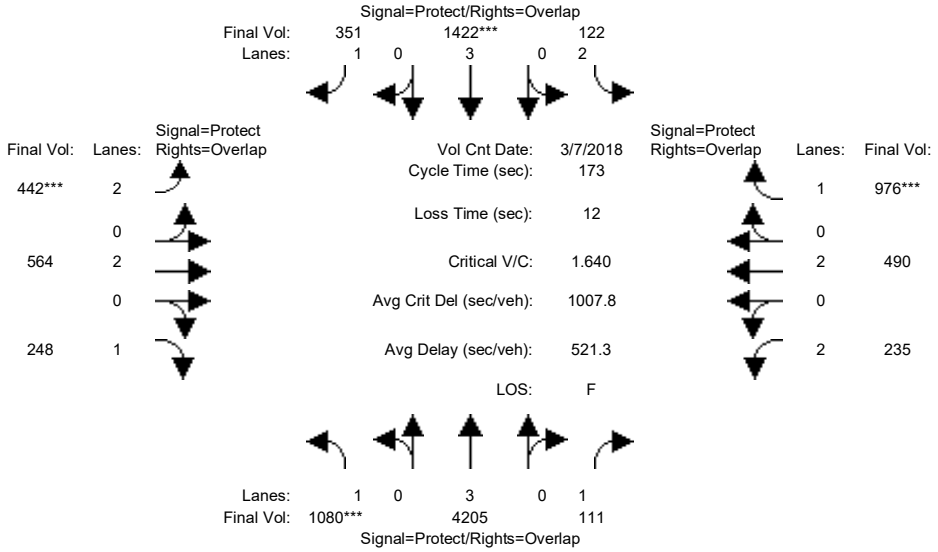
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #5613: LAWRENCE EXPWY/REED 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:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	1080	4833	111	122	1635	351	442	564	248	235	490	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	4833	111	122	1635	351	442	564	248	235	490	976
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	4833	111	122	1635	351	442	564	248	235	490	976
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	4205	111	122	1422	351	442	564	248	235	490	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	4205	111	122	1422	351	442	564	248	235	490	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1080	4205	111	122	1422	351	442	564	248	235	490	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.62	0.74	0.06	0.04	0.25	0.20	0.14	0.15	0.14	0.07	0.13	0.56
Crit Moves:	****				****		****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	7.57	1.59	0.11	0.51	0.54	0.34	1.05	0.67	0.47	0.75	0.69	2.11
Uniform Del:	79.5	46.3	17.5	76.8	33.5	17.8	75.0	61.4	48.8	75.7	65.5	63.6
IncremntDel:	2972	265	0.1	1.8	0.2	0.2	57.9	2.1	0.6	9.4	2.8	507.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.82	0.65	1.00	0.82	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	3051	303	11.4	78.6	27.8	10.7	132.9	63.5	49.5	85.1	68.3	570.9
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:	3051	303	11.4	78.6	27.8	10.7	132.9	63.5	49.5	85.1	68.3	570.9
LOS by Move:	F	F	B+	E-	C	B+	F	E	D	F	E	F
HCM2kAvgQ:	184	132	2	4	14	6	18	14	11	7	12	121

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

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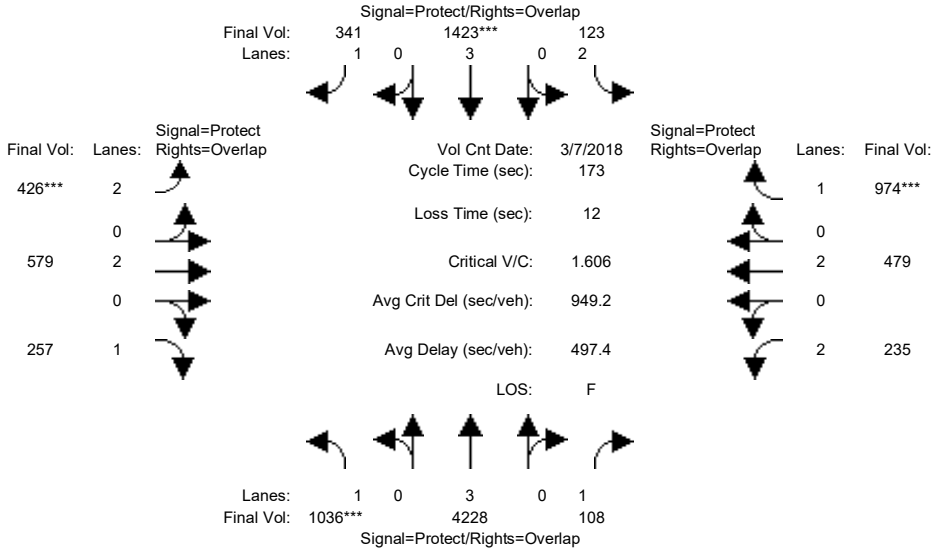
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5613: LAWRENCE EXPWY/REED 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:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	1036	4860	108	123	1636	341	426	579	257	235	479	974
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1036	4860	108	123	1636	341	426	579	257	235	479	974
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1036	4860	108	123	1636	341	426	579	257	235	479	974
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1036	4228	108	123	1423	341	426	579	257	235	479	974
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1036	4228	108	123	1423	341	426	579	257	235	479	974
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1036	4228	108	123	1423	341	426	579	257	235	479	974
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.59	0.74	0.06	0.04	0.25	0.19	0.14	0.15	0.15	0.07	0.13	0.56
Crit Moves:	****				****		****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	7.26	1.59	0.11	0.51	0.54	0.33	1.01	0.68	0.48	0.75	0.67	2.11
Uniform Del:	79.5	46.3	17.4	76.8	33.5	17.7	75.0	61.7	49.1	75.7	65.3	63.6
IncremntDel:	2833	269	0.0	1.9	0.2	0.2	47.2	2.3	0.7	9.4	2.5	505.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.82	0.65	1.00	0.82	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2913	307	11.4	78.7	27.8	10.6	122.2	64.0	49.8	85.1	67.8	568.9
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:	2913	307	11.4	78.7	27.8	10.6	122.2	64.0	49.8	85.1	67.8	568.9
LOS by Move:	F	F	B+	E-	C	B+	F	E	D	F	E	F
HCM2kAvgQ:	175	134	2	4	14	6	16	14	12	7	11	121

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

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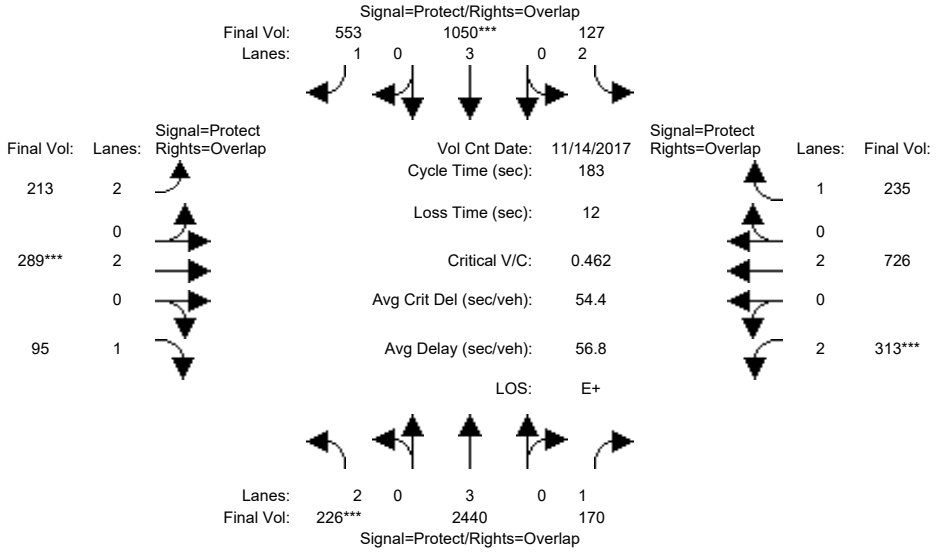
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	226	2805	170	127	1207	553	213	289	95	313	726	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	2805	170	127	1207	553	213	289	95	313	726	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	2805	170	127	1207	553	213	289	95	313	726	235
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	2440	170	127	1050	553	213	289	95	313	726	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	2440	170	127	1050	553	213	289	95	313	726	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	2440	170	127	1050	553	213	289	95	313	726	235
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	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.10	0.04	0.18	0.32	0.07	0.08	0.05	0.10	0.19	0.13
Crit Moves:	****				****			****			****	
Green Time:	17.6	85.1	105.7	12.5	79.5	94.3	14.8	40.4	58.0	20.6	46.1	58.6
Volume/Cap:	0.75	0.92	0.17	0.59	0.42	0.61	0.84	0.34	0.17	0.88	0.76	0.42
Uniform Del:	80.5	45.8	18.1	82.8	35.9	31.4	82.9	60.1	45.1	80.0	63.3	48.8
IncremntDel:	9.7	5.9	0.1	4.3	0.1	1.3	20.7	0.2	0.1	21.9	3.6	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.20	1.35	1.00	0.86	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.2	60.8	24.6	87.1	30.8	24.6	103.6	60.4	45.3	101.9	66.9	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	60.8	24.6	87.1	30.8	24.6	103.6	60.4	45.3	101.9	66.9	49.4
LOS by Move:	F	E	C	F	C	C	F	E	D	F	E	D
HCM2kAvgQ:	7	42	6	4	11	18	8	6	4	13	20	11

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

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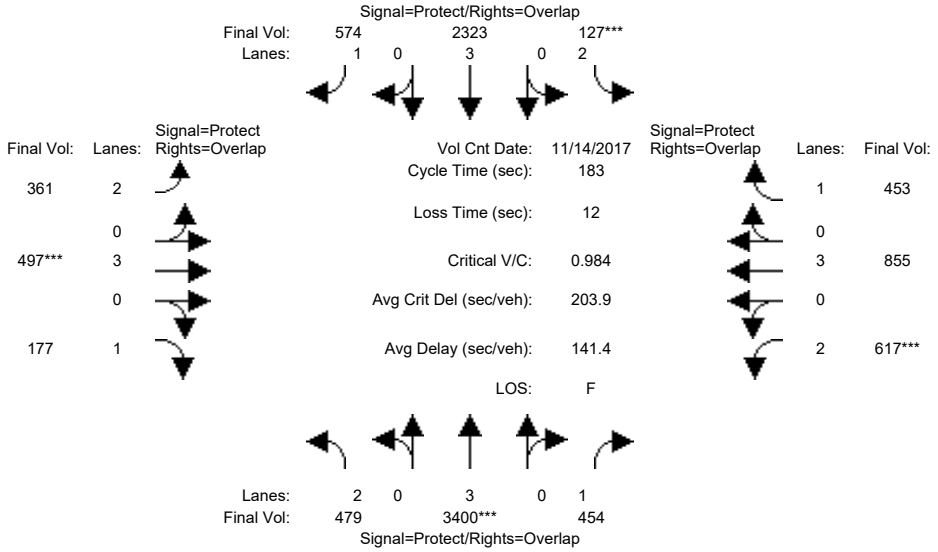
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP AM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	479	3908	454	127	2670	574	361	497	177	617	855	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	3908	454	127	2670	574	361	497	177	617	855	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	3908	454	127	2670	574	361	497	177	617	855	453
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	3400	454	127	2323	574	361	497	177	617	855	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	3400	454	127	2323	574	361	497	177	617	855	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	3400	454	127	2323	574	361	497	177	617	855	453
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.60	0.26	0.04	0.41	0.33	0.11	0.09	0.10	0.20	0.15	0.26
Crit Moves:		****		****				****		****		
Green Time:	17.6	85.1	105.7	12.5	79.5	94.3	14.8	40.4	58.0	20.6	46.1	58.6
Volume/Cap:	1.58	1.28	0.45	0.59	0.94	0.64	1.42	0.39	0.32	1.74	0.60	0.81
Uniform Del:	82.7	49.0	22.0	82.8	49.4	32.0	84.1	60.9	47.5	81.2	60.2	57.1
IncremntDel:	276.6	130	0.3	4.3	7.8	1.5	209.0	0.2	0.3	344.3	0.7	8.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.20	1.35	1.00	0.86	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	359.3	189	30.2	87.1	50.0	25.3	293.1	61.1	47.8	425.5	60.9	65.6
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:	359.3	189	30.2	87.1	50.0	25.3	293.1	61.1	47.8	425.5	60.9	65.6
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	28	89	19	4	39	18	20	8	8	41	14	26

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

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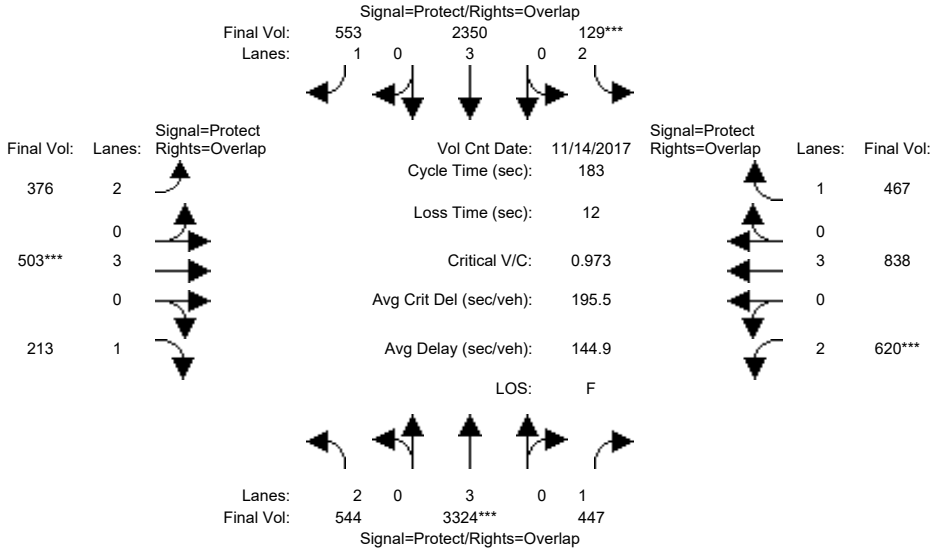
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	544	3821	447	129	2701	553	376	503	213	620	838	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	3821	447	129	2701	553	376	503	213	620	838	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	3821	447	129	2701	553	376	503	213	620	838	467
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	3324	447	129	2350	553	376	503	213	620	838	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	3324	447	129	2350	553	376	503	213	620	838	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	544	3324	447	129	2350	553	376	503	213	620	838	467
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.58	0.26	0.04	0.41	0.32	0.12	0.09	0.12	0.20	0.15	0.27
Crit Moves:		****		****				****		****		
Green Time:	17.6	85.1	105.7	12.5	79.5	94.3	14.8	40.4	58.0	20.6	46.1	58.6
Volume/Cap:	1.80	1.25	0.44	0.60	0.95	0.61	1.48	0.40	0.38	1.75	0.58	0.83
Uniform Del:	82.7	49.0	21.9	82.8	49.8	31.4	84.1	60.9	48.6	81.2	60.0	57.7
IncremntDel:	370.8	118	0.3	4.6	8.9	1.3	234.0	0.2	0.4	348.1	0.6	10.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.20	1.35	1.00	0.86	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	453.5	176	30.0	87.5	51.6	24.6	318.1	61.1	49.0	429.3	60.7	68.0
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:	453.5	176	30.0	87.5	51.6	24.6	318.1	61.1	49.0	429.3	60.7	68.0
LOS by Move:	F	F	C	F	D-	C	F	E	D	F	E	E
HCM2kAvgQ:	35	85	18	4	40	17	22	8	10	41	14	28

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

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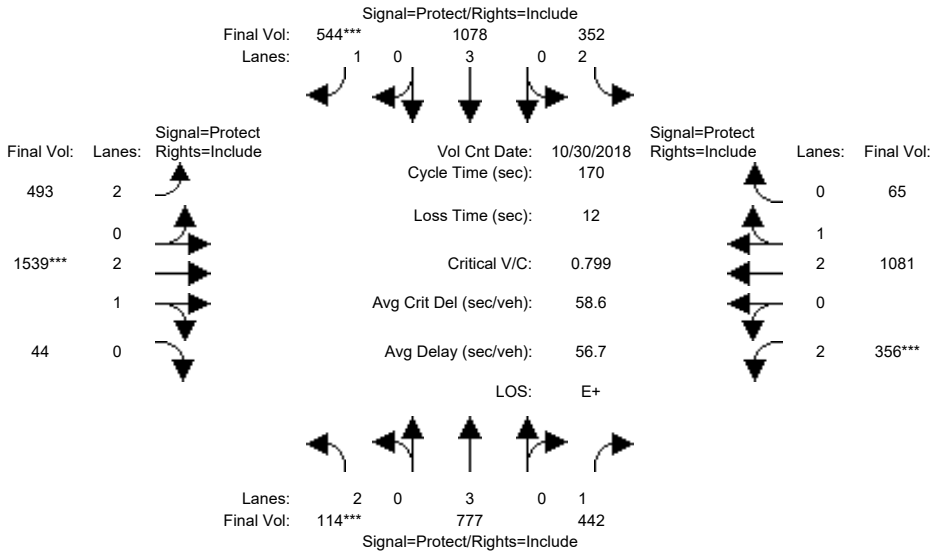
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: SR 237 & El Camino Real



Street Name:	SR 237						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 PM - 6:30 PM												
Base Vol:	114	777	442	352	1078	544	493	1539	44	356	1081	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:	114	777	442	352	1078	544	493	1539	44	356	1081	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:	114	777	442	352	1078	544	493	1539	44	356	1081	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:	114	777	442	352	1078	544	493	1539	44	356	1081	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	777	442	352	1078	544	493	1539	44	356	1081	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:	114	777	442	352	1078	544	493	1539	44	356	1081	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.91	0.09	2.00	2.82	0.18
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5444	156	3150	5282	318
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.25	0.11	0.19	0.31	0.16	0.28	0.28	0.11	0.20	0.20
Crit Moves:	****					****		****		****		
Green Time:	10.0	52.1	52.1	23.0	65.1	65.1	35.9	59.2	59.2	23.7	47.0	47.0
Volume/Cap:	0.62	0.45	0.82	0.82	0.49	0.81	0.74	0.81	0.81	0.81	0.74	0.74
Uniform Del:	78.1	47.4	54.7	71.5	39.9	47.0	62.7	50.3	50.3	71.0	56.0	56.0
IncremntDel:	6.1	0.2	10.1	12.3	0.2	7.4	4.4	2.7	2.7	10.9	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.2	47.5	64.8	83.8	40.1	54.4	67.1	53.0	53.0	81.9	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	47.5	64.8	83.8	40.1	54.4	67.1	53.0	53.0	81.9	57.9	57.9
LOS by Move:	F	D	E	F	D	D-	E	D-	D-	F	E+	E+
HCM2kAvgQ:	4	11	25	13	14	29	16	27	27	11	18	18

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

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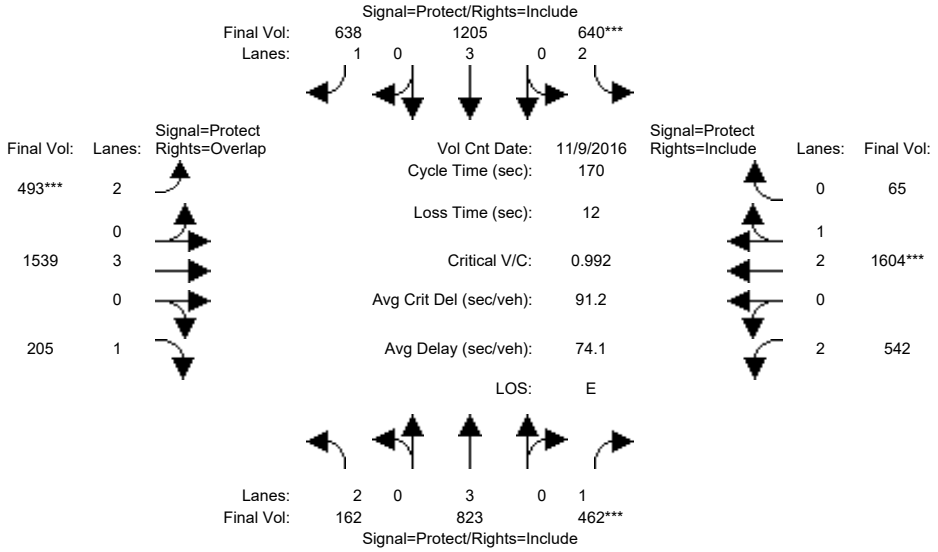
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #1: SR 237 & El Camino Real



Street Name:	SR 237						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 4:15 PM - 5:15 PM												
Base Vol:	162	823	462	640	1205	638	493	1539	205	542	1604	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:	162	823	462	640	1205	638	493	1539	205	542	1604	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:	162	823	462	640	1205	638	493	1539	205	542	1604	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:	162	823	462	640	1205	638	493	1539	205	542	1604	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	823	462	640	1205	638	493	1539	205	542	1604	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:	162	823	462	640	1205	638	493	1539	205	542	1604	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.88	0.12
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5382	218
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.26	0.20	0.21	0.36	0.16	0.27	0.12	0.17	0.30	0.30
Crit Moves:			****	****			****				****	
Green Time:	11.1	45.3	45.3	34.8	69.0	69.0	26.8	47.6	58.7	30.3	51.1	51.1
Volume/Cap:	0.79	0.54	0.99	0.99	0.52	0.90	0.99	0.96	0.34	0.96	0.99	0.99
Uniform Del:	78.3	53.5	62.2	67.4	38.1	47.3	71.5	60.4	41.3	69.3	59.2	59.2
IncremntDel:	17.8	0.4	39.4	33.2	0.2	14.4	38.1	14.9	0.3	29.1	19.9	19.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.1	53.9	101.6	100.7	38.3	61.6	109.6	75.3	41.6	98.4	79.2	79.2
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:	96.1	53.9	101.6	100.7	38.3	61.6	109.6	75.3	41.6	98.4	79.2	79.2
LOS by Move:	F	D-	F	F	D+	E	F	E-	D	F	E-	E-
HCM2kAvgQ:	7	12	31	25	15	36	20	31	8	18	31	31

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

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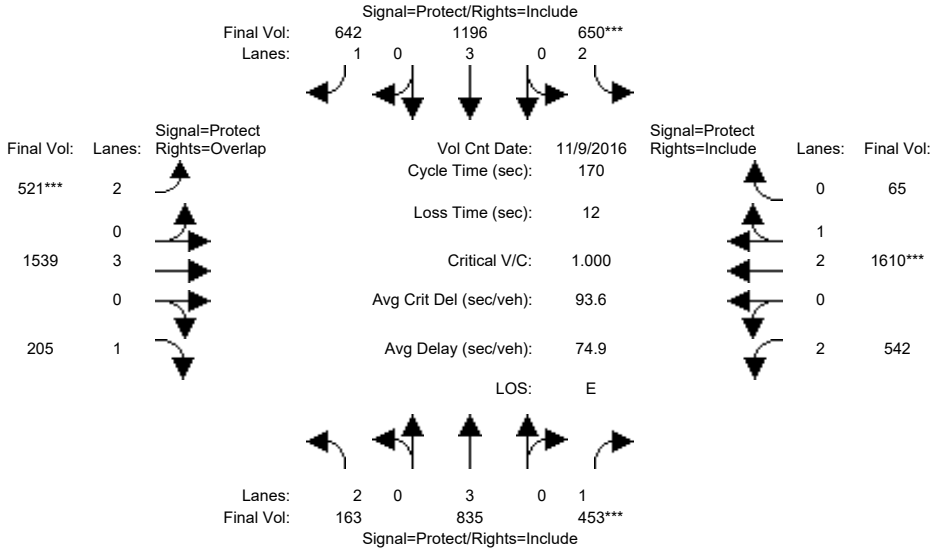
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1: SR 237 & El Camino Real



Street Name:	SR 237						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 4:15 PM - 5:15 PM												
Base Vol:	163	835	453	650	1196	642	521	1539	205	542	1610	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:	163	835	453	650	1196	642	521	1539	205	542	1610	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:	163	835	453	650	1196	642	521	1539	205	542	1610	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:	163	835	453	650	1196	642	521	1539	205	542	1610	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	835	453	650	1196	642	521	1539	205	542	1610	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:	163	835	453	650	1196	642	521	1539	205	542	1610	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.88	0.12
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5382	217
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.26	0.21	0.21	0.37	0.17	0.27	0.12	0.17	0.30	0.30
Crit Moves:			****	****			****				****	
Green Time:	10.9	44.0	44.0	35.1	68.1	68.1	28.1	48.2	59.1	30.7	50.8	50.8
Volume/Cap:	0.81	0.57	1.00	1.00	0.52	0.92	1.00	0.95	0.34	0.95	1.00	1.00
Uniform Del:	78.5	54.7	63.0	67.5	38.6	48.2	70.9	59.8	40.9	68.9	59.6	59.6
IncremntDel:	20.5	0.5	42.4	35.4	0.2	16.7	39.5	12.8	0.3	26.2	22.1	22.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.0	55.2	105.4	102.9	38.8	64.9	110.5	72.6	41.3	95.1	81.7	81.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.0	55.2	105.4	102.9	38.8	64.9	110.5	72.6	41.3	95.1	81.7	81.7
LOS by Move:	F	E+	F	F	D+	E	F	E	D	F	F	F
HCM2kAvgQ:	7	13	31	26	15	37	21	30	8	17	31	31

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

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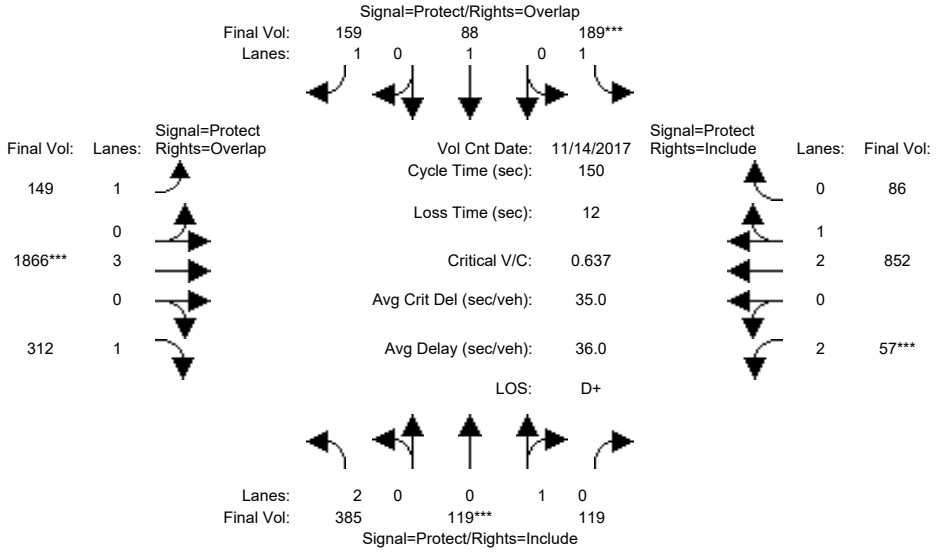
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #2: Sylvan Ave & El Camino Real



Street Name:	Sylvan Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	385	119	119	189	88	159	149	1866	312	57	852	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	119	119	189	88	159	149	1866	312	57	852	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	119	119	189	88	159	149	1866	312	57	852	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	119	119	189	88	159	149	1866	312	57	852	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	119	119	189	88	159	149	1866	312	57	852	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	119	119	189	88	159	149	1866	312	57	852	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	3150	900	900	1750	1900	1750	1750	5700	1750	3150	5086	513
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.11	0.05	0.09	0.09	0.33	0.18	0.02	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	35.9	30.5	30.5	24.9	19.6	47.4	27.8	75.6	111.4	7.0	54.7	54.7
Volume/Cap:	0.51	0.65	0.65	0.65	0.36	0.29	0.46	0.65	0.24	0.39	0.46	0.46
Uniform Del:	49.5	54.8	54.8	58.5	59.5	38.6	54.4	27.5	6.0	69.4	36.3	36.3
IncremntDel:	0.6	4.1	4.1	5.1	0.9	0.3	1.0	0.5	0.1	1.7	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.1	58.9	58.9	63.6	60.3	38.9	55.4	28.0	6.1	71.1	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	58.9	58.9	63.6	60.3	38.9	55.4	28.0	6.1	71.1	36.5	36.5
LOS by Move:	D	E+	E+	E	E	D+	E+	C	A	E	D+	D+
HCM2kAvgQ:	9	11	11	10	4	6	6	20	5	1	11	11

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

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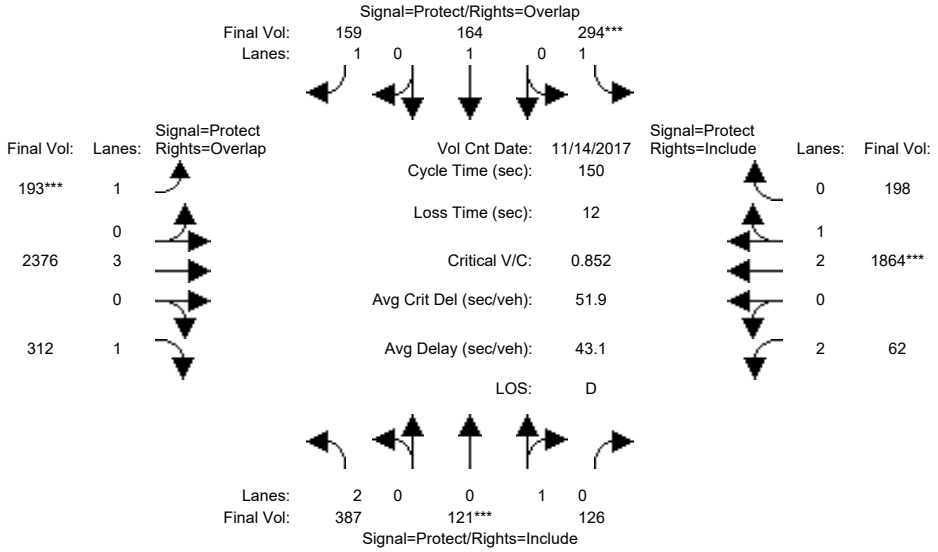
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #2: Sylvan Ave & El Camino Real



Street Name:	Sylvan Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	387	121	126	294	164	159	193	2376	312	62	1864	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	121	126	294	164	159	193	2376	312	62	1864	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	121	126	294	164	159	193	2376	312	62	1864	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	121	126	294	164	159	193	2376	312	62	1864	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	121	126	294	164	159	193	2376	312	62	1864	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	121	126	294	164	159	193	2376	312	62	1864	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	0.49	0.51	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	3150	882	918	1750	1900	1750	1750	5700	1750	3150	5062	538
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.17	0.09	0.09	0.11	0.42	0.18	0.02	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	31.6	24.2	24.2	29.6	22.2	41.6	19.4	75.8	107.3	8.5	64.8	64.8
Volume/Cap:	0.58	0.85	0.85	0.85	0.58	0.33	0.85	0.83	0.25	0.35	0.85	0.85
Uniform Del:	53.3	61.2	61.2	58.1	59.6	43.1	63.9	31.5	7.4	68.1	38.3	38.3
IncremntDel:	1.3	20.8	20.8	18.0	3.1	0.4	25.3	2.1	0.1	1.2	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.6	82.0	82.0	76.1	62.7	43.5	89.2	33.6	7.5	69.3	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	82.0	82.0	76.1	62.7	43.5	89.2	33.6	7.5	69.3	41.4	41.4
LOS by Move:	D-	F	F	E-	E	D	F	C-	A	E	D	D
HCM2kAvgQ:	10	14	14	17	8	6	9	29	5	2	28	28

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

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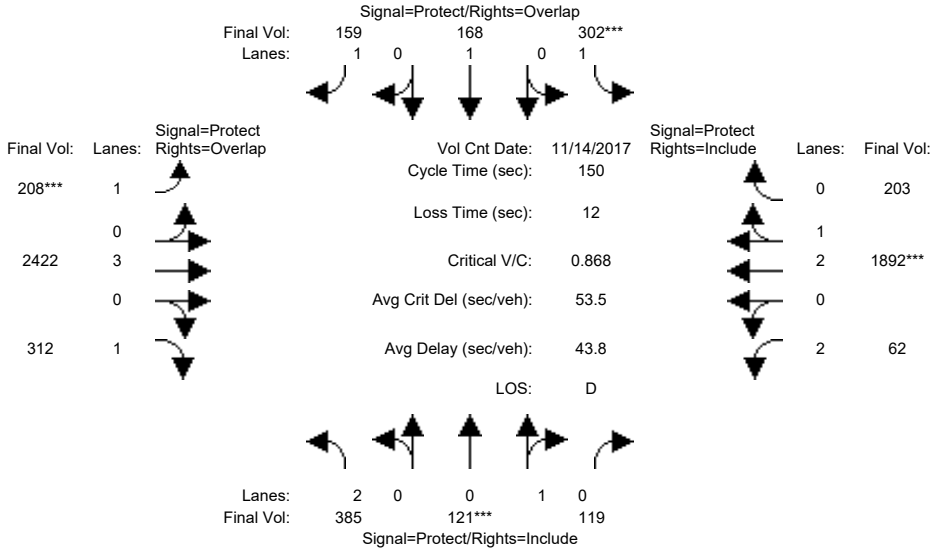
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #2: Sylvan Ave & El Camino Real



Street Name:	Sylvan Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	385	121	119	302	168	159	208	2422	312	62	1892	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	121	119	302	168	159	208	2422	312	62	1892	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	121	119	302	168	159	208	2422	312	62	1892	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	121	119	302	168	159	208	2422	312	62	1892	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	121	119	302	168	159	208	2422	312	62	1892	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	121	119	302	168	159	208	2422	312	62	1892	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	3150	907	892	1750	1900	1750	1750	5700	1750	3150	5057	543
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.17	0.09	0.09	0.12	0.42	0.18	0.02	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	30.7	23.0	23.0	29.8	22.2	42.7	20.5	76.7	107.4	8.4	64.6	64.6
Volume/Cap:	0.60	0.87	0.87	0.87	0.60	0.32	0.87	0.83	0.25	0.35	0.87	0.87
Uniform Del:	54.1	62.0	62.0	58.2	59.7	42.2	63.4	31.1	7.4	68.2	38.8	38.8
IncremntDel:	1.6	24.1	24.1	20.1	3.5	0.4	26.9	2.1	0.1	1.2	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.6	86.1	86.1	78.3	63.3	42.6	90.3	33.3	7.5	69.4	42.5	42.5
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:	55.6	86.1	86.1	78.3	63.3	42.6	90.3	33.3	7.5	69.4	42.5	42.5
LOS by Move:	E+	F	F	E-	E	D	F	C-	A	E	D	D
HCM2kAvgQ:	10	14	14	17	8	6	10	29	5	2	28	28

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

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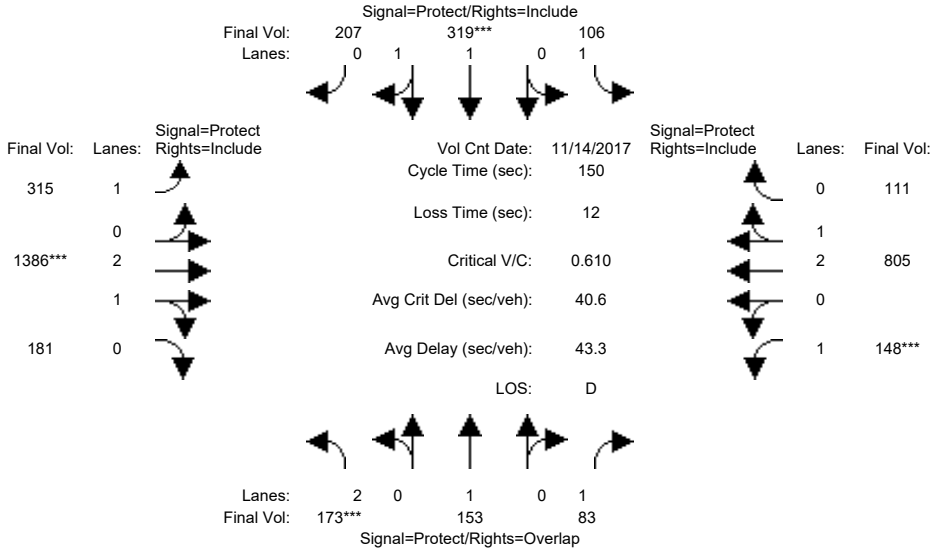
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3: Bernardo Ave & El Camino Real



Street Name:	Bernardo Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	173	153	83	106	319	207	315	1386	181	148	805	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	153	83	106	319	207	315	1386	181	148	805	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	153	83	106	319	207	315	1386	181	148	805	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	153	83	106	319	207	315	1386	181	148	805	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	153	83	106	319	207	315	1386	181	148	805	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	153	83	106	319	207	315	1386	181	148	805	111
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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	1.19	0.81	1.00	2.64	0.36	1.00	2.62	0.38
Final Sat.:	3150	1900	1750	1750	2243	1455	1750	4952	647	1750	4921	678
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.06	0.14	0.14	0.18	0.28	0.28	0.08	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	13.5	27.6	48.4	20.8	35.0	35.0	46.9	68.8	68.8	20.8	42.6	42.6
Volume/Cap:	0.61	0.44	0.15	0.44	0.61	0.61	0.58	0.61	0.61	0.61	0.58	0.58
Uniform Del:	65.7	54.3	36.1	59.2	51.4	51.4	43.2	30.5	30.5	60.8	45.9	45.9
IncremntDel:	3.9	0.9	0.1	1.3	1.3	1.3	1.5	0.4	0.4	4.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.6	55.1	36.2	60.5	52.7	52.7	44.7	31.0	31.0	65.3	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	55.1	36.2	60.5	52.7	52.7	44.7	31.0	31.0	65.3	46.5	46.5
LOS by Move:	E	E+	D+	E	D-	D-	D	C	C	E	D	D
HCM2kAvgQ:	6	6	3	5	12	12	13	18	18	7	12	12

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

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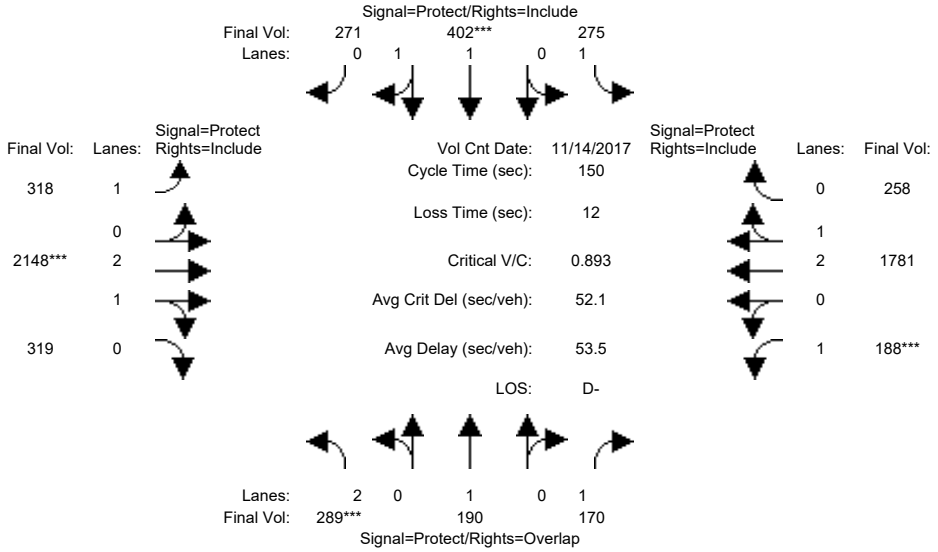
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #3: Bernardo Ave & El Camino Real



Street Name:	Bernardo Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	289	190	170	275	402	271	318	2148	319	188	1781	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	190	170	275	402	271	318	2148	319	188	1781	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	190	170	275	402	271	318	2148	319	188	1781	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	190	170	275	402	271	318	2148	319	188	1781	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	190	170	275	402	271	318	2148	319	188	1781	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	190	170	275	402	271	318	2148	319	188	1781	258
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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	1.17	0.83	1.00	2.60	0.40	1.00	2.61	0.39
Final Sat.:	3150	1900	1750	1750	2209	1489	1750	4875	724	1750	4890	708
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.16	0.18	0.18	0.18	0.44	0.44	0.11	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	15.4	17.9	35.9	28.1	30.6	30.6	30.6	74.0	74.0	18.0	61.4	61.4
Volume/Cap:	0.89	0.84	0.41	0.84	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Uniform Del:	66.5	64.7	48.1	58.8	58.1	58.1	58.0	34.4	34.4	65.0	41.2	41.2
IncremntDel:	25.3	23.3	0.6	17.2	13.0	13.0	22.9	4.2	4.2	34.5	4.8	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.8	87.9	48.7	76.0	71.2	71.2	80.9	38.6	38.6	99.6	45.9	45.9
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:	91.8	87.9	48.7	76.0	71.2	71.2	80.9	38.6	38.6	99.6	45.9	45.9
LOS by Move:	F	F	D	E-	E	E	F	D+	D+	F	D	D
HCM2kAvgQ:	11	11	7	15	19	19	16	34	34	9	27	27

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

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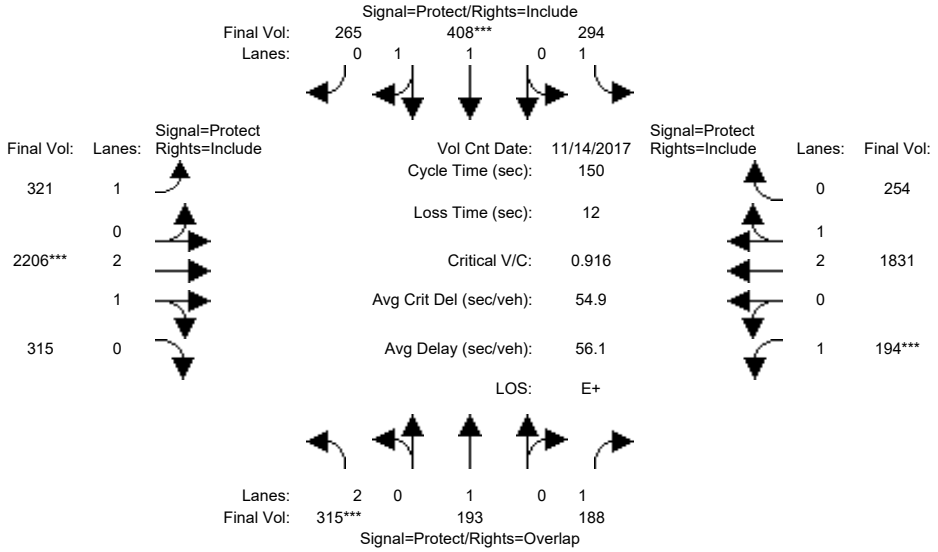
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: Bernardo Ave & El Camino Real



Street Name:	Bernardo Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	315	193	188	294	408	265	321	2206	315	194	1831	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	193	188	294	408	265	321	2206	315	194	1831	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	193	188	294	408	265	321	2206	315	194	1831	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	193	188	294	408	265	321	2206	315	194	1831	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	193	188	294	408	265	321	2206	315	194	1831	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	193	188	294	408	265	321	2206	315	194	1831	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	1.19	0.81	1.00	2.61	0.39	1.00	2.62	0.38
Final Sat.:	3150	1900	1750	1750	2242	1456	1750	4899	700	1750	4917	682
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.11	0.17	0.18	0.18	0.18	0.45	0.45	0.11	0.37	0.37
Crit Moves:	****				****			****			****	
Green Time:	16.4	17.4	35.5	28.8	29.8	29.8	30.3	73.7	73.7	18.1	61.5	61.5
Volume/Cap:	0.92	0.88	0.45	0.88	0.92	0.92	0.91	0.92	0.92	0.92	0.91	0.91
Uniform Del:	66.1	65.2	48.9	58.9	58.9	58.9	58.5	35.3	35.3	65.2	41.6	41.6
IncremntDel:	28.4	30.1	0.8	21.9	16.3	16.3	26.2	5.4	5.4	39.4	5.8	5.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.5	95.3	49.7	80.7	75.1	75.1	84.7	40.7	40.7	104.6	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	95.3	49.7	80.7	75.1	75.1	84.7	40.7	40.7	104.6	47.3	47.3
LOS by Move:	F	F	D	F	E-	E-	F	D	D	F	D	D
HCM2kAvgQ:	12	11	8	17	19	19	16	36	36	9	28	28

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

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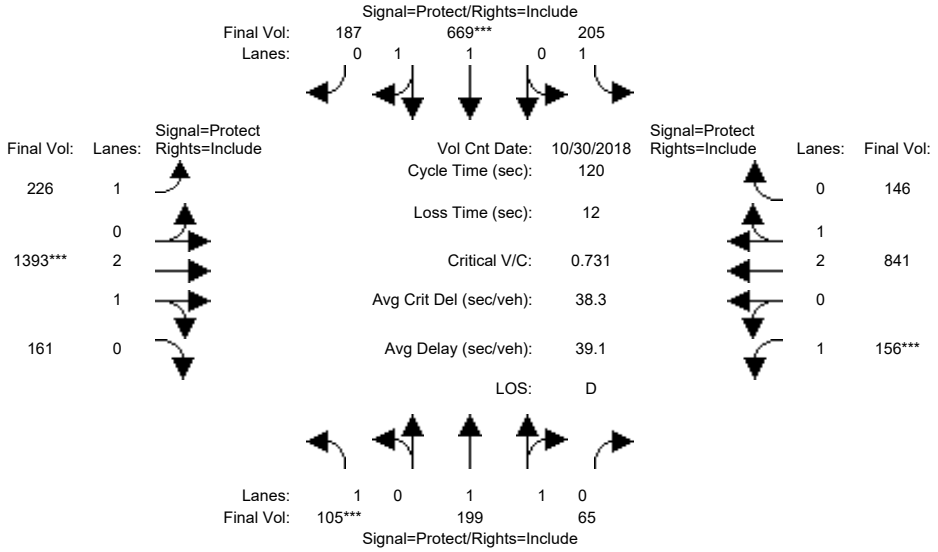
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: Mary Ave & El Camino Real



Street Name:	Mary Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 PM - 6:15 PM												
Base Vol:	105	199	65	205	669	187	226	1393	161	156	841	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	199	65	205	669	187	226	1393	161	156	841	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	199	65	205	669	187	226	1393	161	156	841	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	199	65	205	669	187	226	1393	161	156	841	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	199	65	205	669	187	226	1393	161	156	841	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	199	65	205	669	187	226	1393	161	156	841	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.49	0.51	1.00	1.55	0.45	1.00	2.68	0.32	1.00	2.54	0.46
Final Sat.:	1750	2788	911	1750	2891	808	1750	5019	580	1750	4771	828
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.12	0.23	0.23	0.13	0.28	0.28	0.09	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	9.8	19.9	19.9	27.9	38.0	38.0	25.4	45.5	45.5	14.6	34.7	34.7
Volume/Cap:	0.73	0.43	0.43	0.50	0.73	0.73	0.61	0.73	0.73	0.73	0.61	0.61
Uniform Del:	53.8	45.0	45.0	40.0	36.5	36.5	42.8	32.0	32.0	50.8	36.8	36.8
IncremntDel:	17.4	0.5	0.5	1.0	2.4	2.4	2.9	1.3	1.3	12.2	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.2	45.5	45.5	41.0	38.9	38.9	45.7	33.3	33.3	63.0	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	45.5	45.5	41.0	38.9	38.9	45.7	33.3	33.3	63.0	37.5	37.5
LOS by Move:	E	D	D	D	D+	D+	D	C-	C-	E	D+	D+
HCM2kAvgQ:	4	4	4	7	14	14	8	16	16	6	10	10

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

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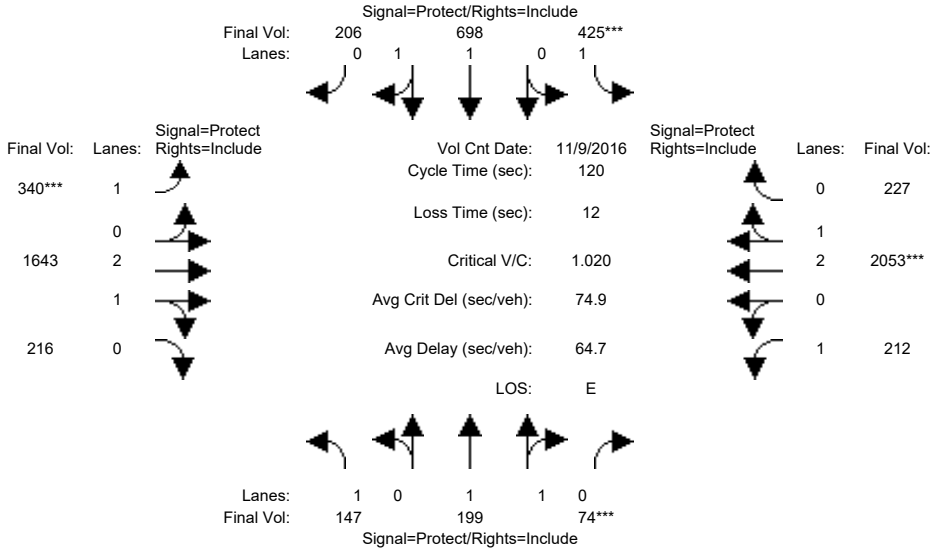
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #4: Mary Ave & El Camino Real



Street Name:	Mary Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 4:45 PM - 5:45 PM												
Base Vol:	147	199	74	425	698	206	340	1643	216	212	2053	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	199	74	425	698	206	340	1643	216	212	2053	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	199	74	425	698	206	340	1643	216	212	2053	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	199	74	425	698	206	340	1643	216	212	2053	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	199	74	425	698	206	340	1643	216	212	2053	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	199	74	425	698	206	340	1643	216	212	2053	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.44	0.56	1.00	1.53	0.47	1.00	2.64	0.36	1.00	2.69	0.31
Final Sat.:	1750	2696	1003	1750	2856	843	1750	4948	651	1750	5042	557
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.24	0.24	0.24	0.19	0.33	0.33	0.12	0.41	0.41
Crit Moves:			****	****			****				****	
Green Time:	9.8	10.0	10.0	28.2	28.4	28.4	22.6	51.1	51.1	18.7	47.3	47.3
Volume/Cap:	1.03	0.89	0.89	1.03	1.03	1.03	1.03	0.78	0.78	0.78	1.03	1.03
Uniform Del:	55.1	54.4	54.4	45.9	45.8	45.8	48.7	29.6	29.6	48.7	36.4	36.4
IncremntDel:	84.1	24.9	24.9	53.4	38.9	38.9	58.7	1.7	1.7	13.4	28.6	28.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	139.2	79.3	79.3	99.3	84.7	84.7	107.4	31.3	31.3	62.1	64.9	64.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.2	79.3	79.3	99.3	84.7	84.7	107.4	31.3	31.3	62.1	64.9	64.9
LOS by Move:	F	E-	E-	F	F	F	F	C	C	E	E	E
HCM2kAvgQ:	8	6	6	20	20	20	16	19	19	8	32	32

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

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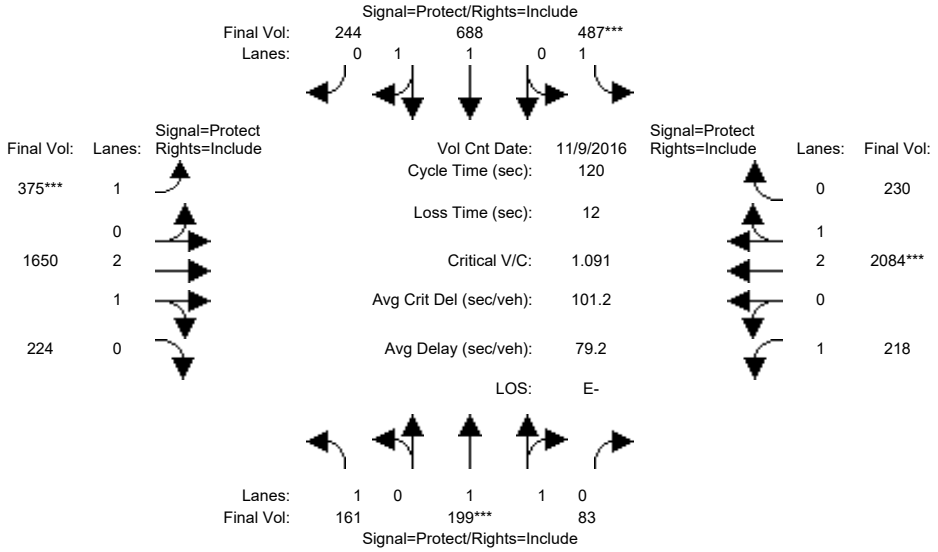
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: Mary Ave & El Camino Real



Street Name:	Mary Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 4:45 PM - 5:45 PM												
Base Vol:	161	199	83	487	688	244	375	1650	224	218	2084	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	199	83	487	688	244	375	1650	224	218	2084	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	199	83	487	688	244	375	1650	224	218	2084	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	199	83	487	688	244	375	1650	224	218	2084	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	199	83	487	688	244	375	1650	224	218	2084	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	199	83	487	688	244	375	1650	224	218	2084	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.40	0.60	1.00	1.46	0.54	1.00	2.63	0.37	1.00	2.69	0.31
Final Sat.:	1750	2610	1089	1750	2731	968	1750	4930	669	1750	5043	557
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.28	0.25	0.25	0.21	0.33	0.33	0.12	0.41	0.41
Crit Moves:		****		****			****				****	
Green Time:	10.7	10.0	10.0	30.1	29.4	29.4	23.2	49.5	49.5	18.4	44.7	44.7
Volume/Cap:	1.03	0.91	0.91	1.11	1.03	1.03	1.11	0.81	0.81	0.81	1.11	1.11
Uniform Del:	54.6	54.6	54.6	44.9	45.3	45.3	48.4	31.1	31.1	49.1	37.6	37.6
IncremntDel:	79.8	30.3	30.3	76.0	37.6	37.6	81.7	2.3	2.3	16.8	56.7	56.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	134.5	84.9	84.9	121.0	82.9	82.9	130.1	33.4	33.4	66.0	94.4	94.4
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:	134.5	84.9	84.9	121.0	82.9	82.9	130.1	33.4	33.4	66.0	94.4	94.4
LOS by Move:	F	F	F	F	F	F	F	C-	C-	E	F	F
HCM2kAvgQ:	8	6	6	26	21	21	20	20	20	8	37	37

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

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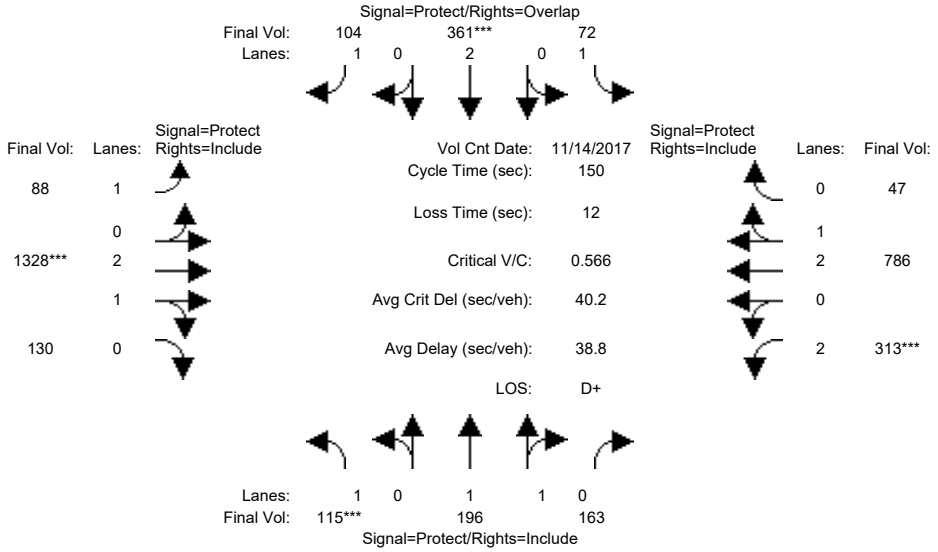
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	115	196	163	72	361	104	88	1328	130	313	786	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:	115	196	163	72	361	104	88	1328	130	313	786	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:	115	196	163	72	361	104	88	1328	130	313	786	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:	115	196	163	72	361	104	88	1328	130	313	786	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	196	163	72	361	104	88	1328	130	313	786	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:	115	196	163	72	361	104	88	1328	130	313	786	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	1.07	0.93	1.00	2.00	1.00	1.00	2.72	0.28	2.00	2.82	0.18
Final Sat.:	1750	2019	1679	1750	3800	1750	1750	5100	499	3150	5284	316
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.04	0.10	0.06	0.05	0.26	0.26	0.10	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	17.4	28.8	28.8	13.8	25.2	49.3	24.1	69.0	69.0	26.3	71.3	71.3
Volume/Cap:	0.57	0.51	0.51	0.45	0.57	0.18	0.31	0.57	0.57	0.57	0.31	0.31
Uniform Del:	62.7	54.2	54.2	64.5	57.4	35.9	55.6	29.5	29.5	56.6	24.3	24.3
IncremntDel:	3.7	0.6	0.6	2.0	1.2	0.2	0.6	0.3	0.3	1.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.4	54.8	54.8	66.4	58.6	36.1	56.3	29.8	29.8	58.0	24.3	24.3
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:	66.4	54.8	54.8	66.4	58.6	36.1	56.3	29.8	29.8	58.0	24.3	24.3
LOS by Move:	E	D-	D-	E	E+	D+	E+	C	C	E+	C	C
HCM2kAvgQ:	6	8	8	4	8	4	4	16	16	8	8	8

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

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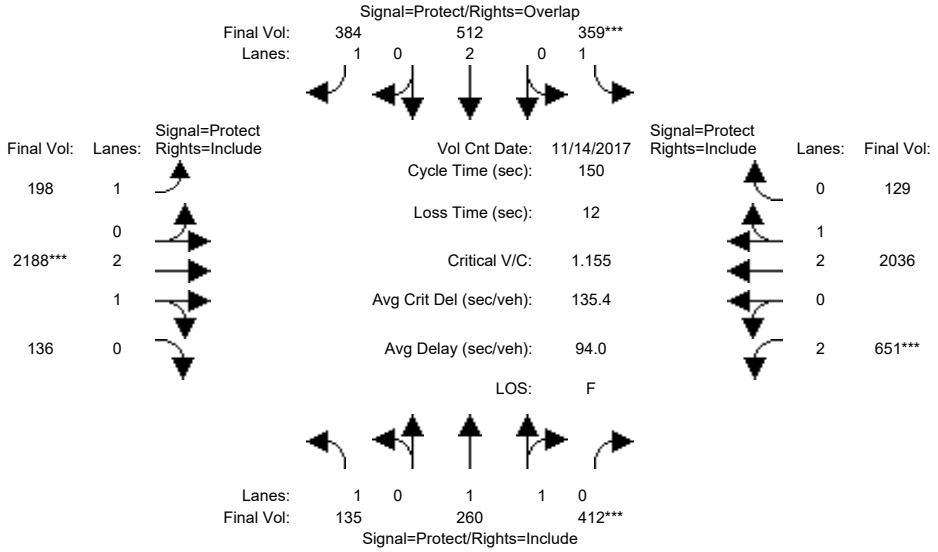
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	135	260	412	359	512	384	198	2188	136	651	2036	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	260	412	359	512	384	198	2188	136	651	2036	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	260	412	359	512	384	198	2188	136	651	2036	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	260	412	359	512	384	198	2188	136	651	2036	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	260	412	359	512	384	198	2188	136	651	2036	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	260	412	359	512	384	198	2188	136	651	2036	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.82	0.18	2.00	2.81	0.19
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5272	328	3150	5266	334
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.24	0.21	0.13	0.22	0.11	0.42	0.42	0.21	0.39	0.39
Crit Moves:			****	****				****		****		
Green Time:	20.8	30.6	30.6	26.7	36.4	54.7	18.3	53.9	53.9	26.8	62.5	62.5
Volume/Cap:	0.56	0.67	1.15	1.15	0.56	0.60	0.93	1.15	1.15	1.15	0.93	0.93
Uniform Del:	60.3	55.1	59.7	61.7	49.7	38.8	65.2	48.0	48.0	61.6	41.6	41.6
IncremntDel:	2.8	1.8	87.9	99.7	0.7	1.6	42.0	75.7	75.7	88.4	7.2	7.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	56.9	147.6	161.4	50.5	40.4	107.2	124	123.8	149.9	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	56.9	147.6	161.4	50.5	40.4	107.2	124	123.8	149.9	48.8	48.8
LOS by Move:	E	E+	F	F	D	D	F	F	F	F	D	D
HCM2kAvgQ:	7	12	31	27	11	16	10	49	49	24	31	31

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

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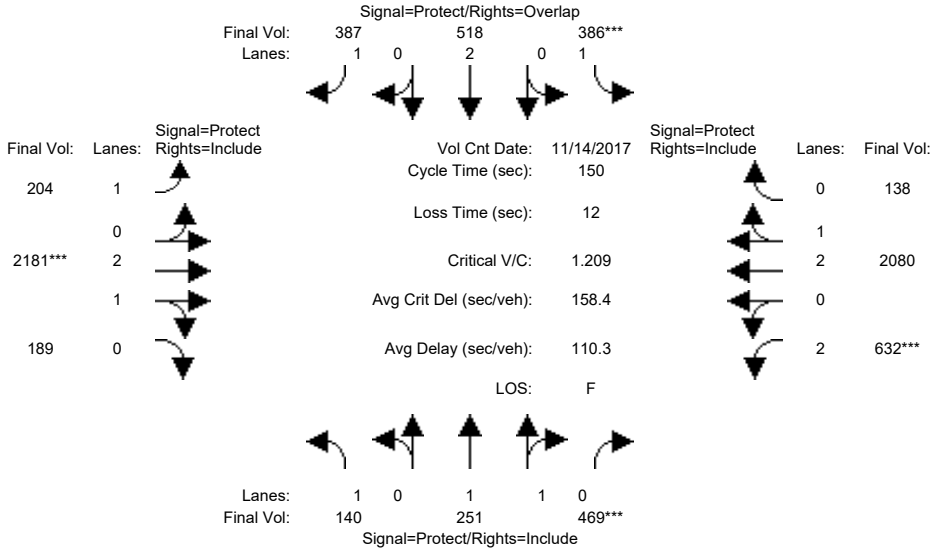
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	140	251	469	386	518	387	204	2181	189	632	2080	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	251	469	386	518	387	204	2181	189	632	2080	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	251	469	386	518	387	204	2181	189	632	2080	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	251	469	386	518	387	204	2181	189	632	2080	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	251	469	386	518	387	204	2181	189	632	2080	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	251	469	386	518	387	204	2181	189	632	2080	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	2.00	2.81	0.19
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5153	447	3150	5251	348
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.27	0.22	0.14	0.22	0.12	0.42	0.42	0.20	0.40	0.40
Crit Moves:			****	****				****		****		
Green Time:	22.4	33.2	33.2	27.4	38.2	55.8	17.6	52.5	52.5	24.9	59.8	59.8
Volume/Cap:	0.54	0.60	1.21	1.21	0.54	0.59	0.99	1.21	1.21	1.21	0.99	0.99
Uniform Del:	59.0	52.4	58.4	61.3	48.2	38.0	66.1	48.7	48.7	62.6	44.9	44.9
IncremntDel:	2.2	0.8	109.2	119.8	0.6	1.5	60.9	99.2	99.2	111.0	17.5	17.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.2	53.2	167.6	181.1	48.8	39.5	127.0	148	147.9	173.6	62.4	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	53.2	167.6	181.1	48.8	39.5	127.0	148	147.9	173.6	62.4	62.4
LOS by Move:	E	D-	F	F	D	D	F	F	F	F	E	E
HCM2kAvgQ:	7	11	36	31	10	16	11	53	53	25	36	36

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

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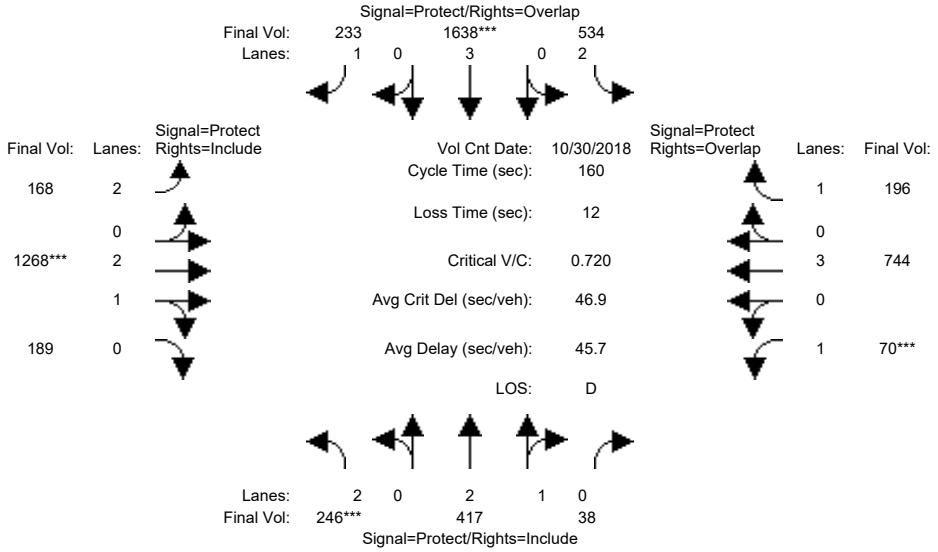
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 PM - 6:15 PM												
Base Vol:	246	417	38	534	1638	233	168	1268	189	70	744	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	417	38	534	1638	233	168	1268	189	70	744	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	417	38	534	1638	233	168	1268	189	70	744	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	417	38	534	1638	233	168	1268	189	70	744	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	417	38	534	1638	233	168	1268	189	70	744	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	417	38	534	1638	233	168	1268	189	70	744	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.74	0.26	2.00	3.00	1.00	2.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	3150	5132	468	3150	5700	1750	3150	4873	726	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.29	0.13	0.05	0.26	0.26	0.04	0.13	0.11
Crit Moves:	****				****			****			****	
Green Time:	17.4	26.3	26.3	54.9	63.9	83.3	19.4	57.9	57.9	8.9	47.4	102.3
Volume/Cap:	0.72	0.49	0.49	0.49	0.72	0.26	0.44	0.72	0.72	0.72	0.44	0.18
Uniform Del:	69.0	60.8	60.8	41.5	40.5	21.2	65.3	44.1	44.1	74.3	45.6	11.7
IncremntDel:	7.3	0.4	0.4	0.4	1.1	0.1	0.8	1.3	1.3	22.8	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.2	61.2	61.2	41.9	41.6	21.4	66.1	45.4	45.4	97.2	45.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	61.2	61.2	41.9	41.6	21.4	66.1	45.4	45.4	97.2	45.8	11.8
LOS by Move:	E-	E	E	D	D	C+	E	D	D	F	D	B+
HCM2kAvgQ:	7	7	7	12	22	6	4	20	20	4	9	4

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

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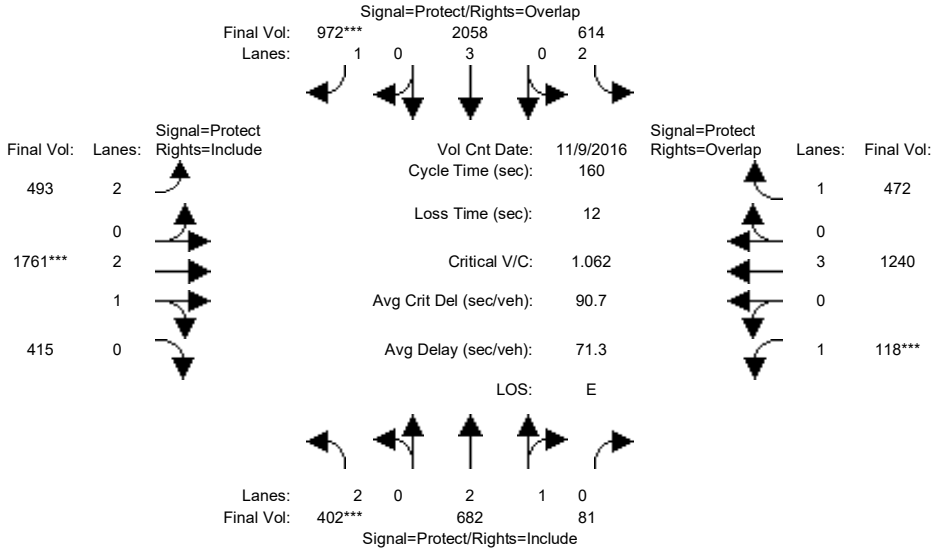
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 5:00 PM - 6:00 PM												
Base Vol:	402	682	81	614	2058	972	493	1761	415	118	1240	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	682	81	614	2058	972	493	1761	415	118	1240	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	682	81	614	2058	972	493	1761	415	118	1240	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	682	81	614	2058	972	493	1761	415	118	1240	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	682	81	614	2058	972	493	1761	415	118	1240	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	402	682	81	614	2058	972	493	1761	415	118	1240	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	3.00	1.00	2.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	3150	5005	594	3150	5700	1750	3150	4531	1068	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.14	0.19	0.36	0.56	0.16	0.39	0.39	0.07	0.22	0.27
Crit Moves:	****					****		****			****	
Green Time:	19.2	32.6	32.6	46.7	60.1	88.8	28.7	58.5	58.5	10.2	40.0	86.6
Volume/Cap:	1.06	0.67	0.67	0.67	0.96	1.00	0.87	1.06	1.06	1.06	0.87	0.50
Uniform Del:	70.4	58.7	58.7	49.9	48.8	35.6	63.8	50.7	50.7	74.9	57.6	23.0
IncremntDel:	63.7	1.5	1.5	1.9	11.7	29.0	13.8	38.9	38.9	103.2	6.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	134.1	60.2	60.2	51.8	60.6	64.6	77.6	89.6	89.6	178.1	63.7	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.1	60.2	60.2	51.8	60.6	64.6	77.6	89.6	89.6	178.1	63.7	23.5
LOS by Move:	F	E	E	D-	E	E	E-	F	F	F	E	C
HCM2kAvgQ:	15	12	12	15	34	55	13	39	39	8	20	15

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

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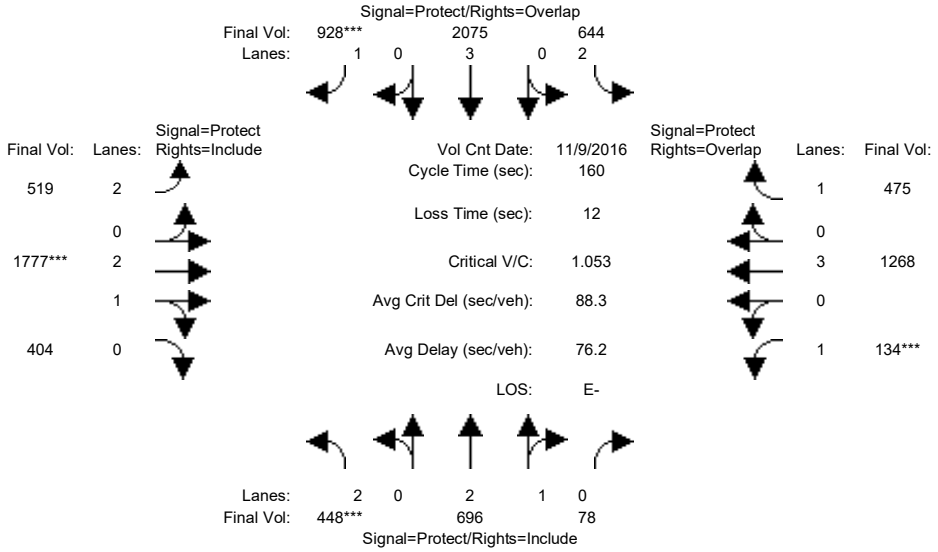
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 5:00 PM - 6:00 PM												
Base Vol:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	696	78	644	2075	928	519	1777	404	134	1268	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	696	78	644	2075	928	519	1777	404	134	1268	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	2.00	2.42	0.58	1.00	3.00	1.00
Final Sat.:	3150	5035	564	3150	5700	1750	3150	4561	1037	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.20	0.36	0.53	0.16	0.39	0.39	0.08	0.22	0.27
Crit Moves:	****					****		****		****		
Green Time:	21.6	31.1	31.1	46.0	55.5	85.7	30.1	59.2	59.2	11.6	40.7	86.7
Volume/Cap:	1.05	0.71	0.71	0.71	1.05	0.99	0.87	1.05	1.05	1.05	0.87	0.50
Uniform Del:	69.2	60.2	60.2	51.0	52.2	36.7	63.1	50.4	50.4	74.2	57.2	23.0
IncremntDel:	58.2	2.2	2.2	2.7	34.4	26.9	13.6	35.4	35.4	94.6	6.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.4	62.4	62.4	53.7	86.6	63.6	76.7	85.8	85.8	168.8	63.4	23.4
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:	127.4	62.4	62.4	53.7	86.6	63.6	76.7	85.8	85.8	168.8	63.4	23.4
LOS by Move:	F	E	E	D-	F	E	E-	F	F	F	E	C
HCM2kAvgQ:	17	12	12	16	38	51	14	39	39	9	20	15

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

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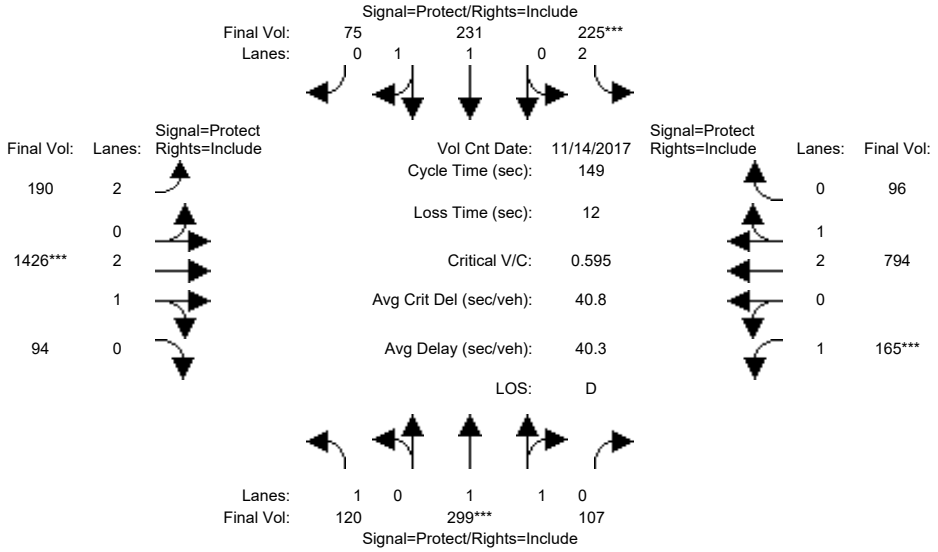
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	120	299	107	225	231	75	190	1426	94	165	794	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:	120	299	107	225	231	75	190	1426	94	165	794	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:	120	299	107	225	231	75	190	1426	94	165	794	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:	120	299	107	225	231	75	190	1426	94	165	794	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	299	107	225	231	75	190	1426	94	165	794	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:	120	299	107	225	231	75	190	1426	94	165	794	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.46	0.54	2.00	1.50	0.50	2.00	2.81	0.19	1.00	2.66	0.34
Final Sat.:	1750	2724	975	3150	2792	907	3150	5253	346	1750	4995	604
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.07	0.08	0.08	0.06	0.27	0.27	0.09	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	20.6	27.5	27.5	17.9	24.8	24.8	25.2	68.0	68.0	23.6	66.4	66.4
Volume/Cap:	0.50	0.59	0.59	0.59	0.50	0.50	0.36	0.59	0.59	0.59	0.36	0.36
Uniform Del:	59.4	55.7	55.7	62.1	56.4	56.4	54.7	30.2	30.2	58.2	27.2	27.2
IncremntDel:	1.6	1.4	1.4	2.6	0.6	0.6	0.4	0.4	0.4	3.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.0	57.1	57.1	64.7	57.1	57.1	55.1	30.6	30.6	61.7	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	57.1	57.1	64.7	57.1	57.1	55.1	30.6	30.6	61.7	27.3	27.3
LOS by Move:	E	E+	E+	E	E+	E+	E+	C	C	E	C	C
HCM2kAvgQ:	6	9	9	7	7	7	4	17	17	7	9	9

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

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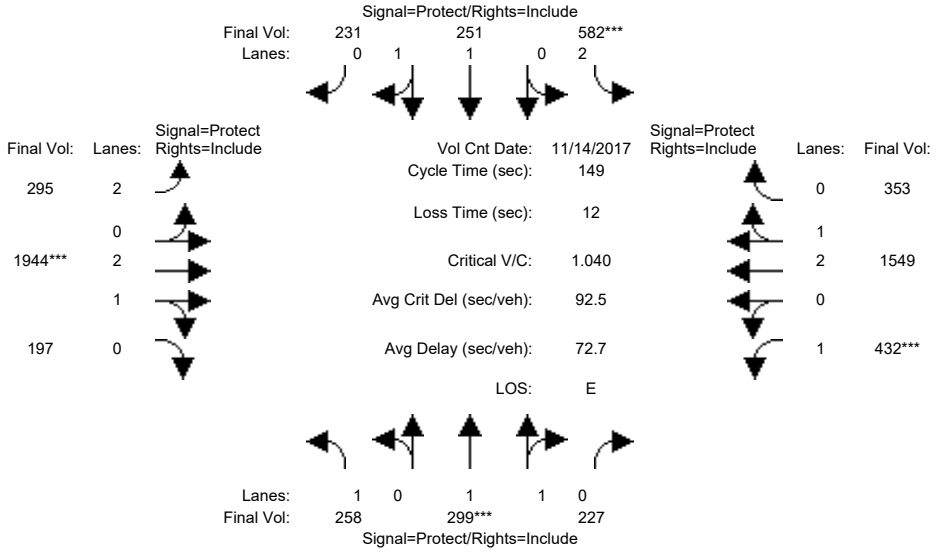
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	258	299	227	582	251	231	295	1944	197	432	1549	353
Growth Adj:	1.00	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	299	227	582	251	231	295	1944	197	432	1549	353
Added Vol:	0	0	0	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	299	227	582	251	231	295	1944	197	432	1549	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	299	227	582	251	231	295	1944	197	432	1549	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	299	227	582	251	231	295	1944	197	432	1549	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	299	227	582	251	231	295	1944	197	432	1549	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.11	0.89	2.00	1.02	0.98	2.00	2.71	0.29	1.00	2.42	0.58
Final Sat.:	1750	2102	1596	3150	1925	1772	3150	5084	515	1750	4559	1039
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.14	0.18	0.13	0.13	0.09	0.38	0.38	0.25	0.34	0.34
Crit Moves:		****		****				****		****		
Green Time:	24.9	20.4	20.4	26.5	22.0	22.0	19.5	54.8	54.8	35.4	70.7	70.7
Volume/Cap:	0.88	1.04	1.04	1.04	0.88	0.88	0.72	1.04	1.04	1.04	0.72	0.72
Uniform Del:	60.7	64.3	64.3	61.3	62.3	62.3	62.1	47.1	47.1	56.8	31.2	31.2
IncremntDel:	25.6	50.8	50.8	48.8	15.7	15.7	5.9	31.1	31.1	54.9	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.2	115	115.1	110.1	77.9	77.9	68.0	78.2	78.2	111.7	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	115	115.1	110.1	77.9	77.9	68.0	78.2	78.2	111.7	32.1	32.1
LOS by Move:	F	F	F	F	E-	E-	E	E-	E-	F	C-	C-
HCM2kAvgQ:	15	18	18	22	14	14	7	35	35	23	21	21

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

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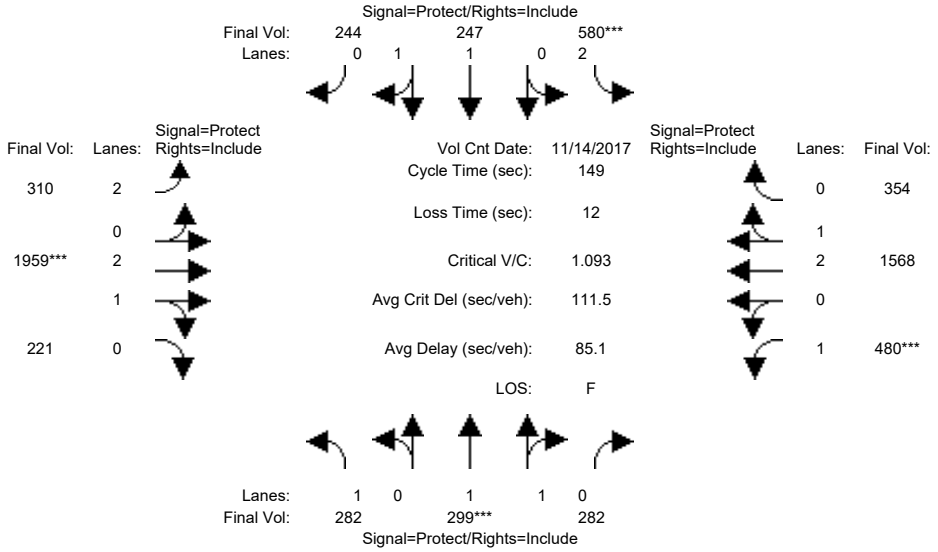
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	282	299	282	580	247	244	310	1959	221	480	1568	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	299	282	580	247	244	310	1959	221	480	1568	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	299	282	580	247	244	310	1959	221	480	1568	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	299	282	580	247	244	310	1959	221	480	1568	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	299	282	580	247	244	310	1959	221	480	1568	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	299	282	580	247	244	310	1959	221	480	1568	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	2.68	0.32	1.00	2.43	0.57
Final Sat.:	1750	1903	1795	3150	1899	1800	3150	5032	568	1750	4567	1031
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.13	0.14	0.10	0.39	0.39	0.27	0.34	0.34
Crit Moves:		****		****				****		****		
Green Time:	25.3	21.4	21.4	25.1	21.3	21.3	20.2	53.1	53.1	37.4	70.3	70.3
Volume/Cap:	0.95	1.09	1.09	1.09	0.91	0.95	0.73	1.09	1.09	1.09	0.73	0.73
Uniform Del:	61.2	63.8	63.8	61.9	62.9	63.3	61.8	48.0	48.0	55.8	31.6	31.6
IncremntDel:	38.9	66.8	66.8	66.8	19.8	27.5	6.2	50.6	50.6	70.4	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.2	131	130.5	128.7	82.7	90.8	68.0	98.5	98.5	126.2	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.2	131	130.5	128.7	82.7	90.8	68.0	98.5	98.5	126.2	32.7	32.7
LOS by Move:	F	F	F	F	F	F	E	F	F	F	C-	C-
HCM2kAvgQ:	18	20	20	23	14	15	8	39	39	28	22	22

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

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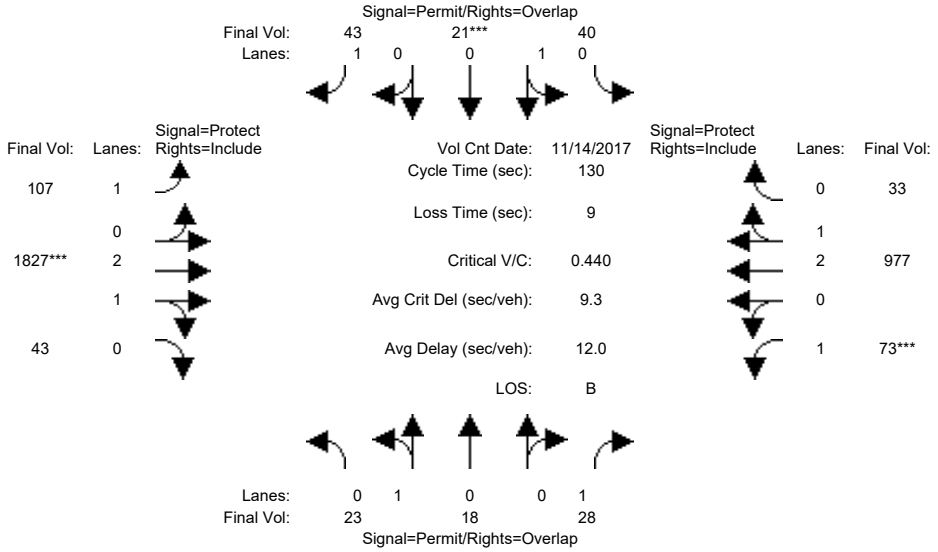
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #10: Poplar Ave & El Camino Real



Street Name:	Poplar Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	23	18	28	40	21	43	107	1827	43	73	977	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	18	28	40	21	43	107	1827	43	73	977	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	18	28	40	21	43	107	1827	43	73	977	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	18	28	40	21	43	107	1827	43	73	977	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	18	28	40	21	43	107	1827	43	73	977	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	18	28	40	21	43	107	1827	43	73	977	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.56	0.44	1.00	0.66	0.34	1.00	1.00	2.93	0.07	1.00	2.90	0.10
Final Sat.:	1010	790	1750	1180	620	1750	1750	5471	129	1750	5417	183
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.02	0.06	0.33	0.33	0.04	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	10.0	10.0	22.3	10.0	10.0	38.1	28.1	98.7	98.7	12.3	82.9	82.9
Volume/Cap:	0.30	0.30	0.09	0.44	0.44	0.08	0.28	0.44	0.44	0.44	0.28	0.28
Uniform Del:	56.7	56.7	45.3	57.3	57.3	33.3	42.5	5.7	5.7	55.6	10.4	10.4
IncremntDel:	1.2	1.2	0.1	2.2	2.2	0.1	0.4	0.1	0.1	1.9	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.9	57.9	45.4	59.5	59.5	33.4	43.0	5.7	5.7	57.4	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	45.4	59.5	59.5	33.4	43.0	5.7	5.7	57.4	10.5	10.5
LOS by Move:	E+	E+	D	E+	E+	C-	D	A	A	E+	B+	B+
HCM2kAvgQ:	2	2	1	3	3	1	4	9	9	3	6	6

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

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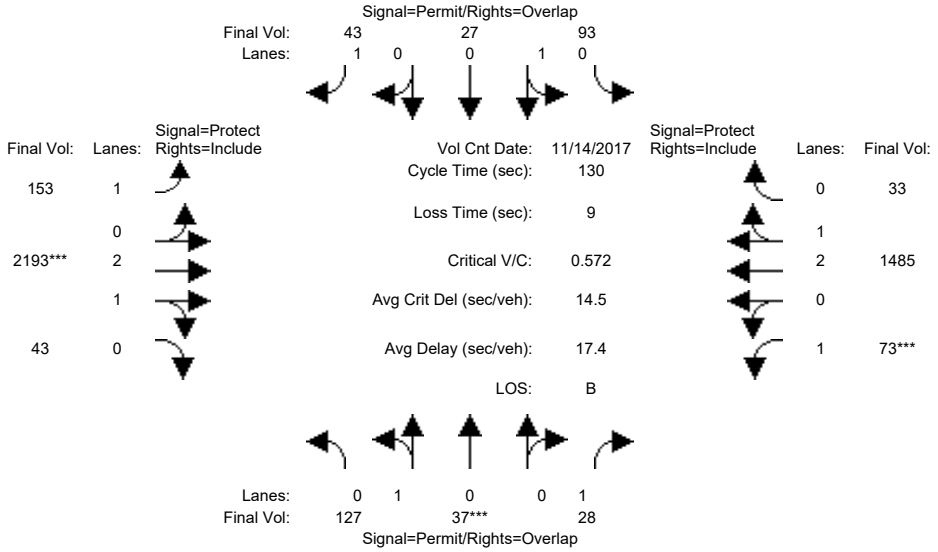
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #10: Poplar Ave & El Camino Real



Street Name:	Poplar Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	127	37	28	93	27	43	153	2193	43	73	1485	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	37	28	93	27	43	153	2193	43	73	1485	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	37	28	93	27	43	153	2193	43	73	1485	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	37	28	93	27	43	153	2193	43	73	1485	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	37	28	93	27	43	153	2193	43	73	1485	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	37	28	93	27	43	153	2193	43	73	1485	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.77	0.23	1.00	0.77	0.23	1.00	1.00	2.94	0.06	1.00	2.93	0.07
Final Sat.:	1394	406	1750	1395	405	1750	1750	5492	108	1750	5478	122
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.07	0.07	0.02	0.09	0.40	0.40	0.04	0.27	0.27
Crit Moves:		****						****		****		
Green Time:	20.7	20.7	30.2	20.7	20.7	45.2	24.5	90.8	90.8	9.5	75.8	75.8
Volume/Cap:	0.57	0.57	0.07	0.42	0.42	0.07	0.46	0.57	0.57	0.57	0.46	0.46
Uniform Del:	50.5	50.5	38.9	49.2	49.2	28.4	46.9	9.8	9.8	58.3	15.5	15.5
IncremntDel:	2.8	2.8	0.1	1.0	1.0	0.0	1.0	0.2	0.2	6.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	53.3	39.0	50.2	50.2	28.4	48.0	10.0	10.0	64.4	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	39.0	50.2	50.2	28.4	48.0	10.0	10.0	64.4	15.6	15.6
LOS by Move:	D-	D-	D	D	D	C	D	B+	B+	E	B	B
HCM2kAvgQ:	7	7	1	5	5	1	6	15	15	3	11	11

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

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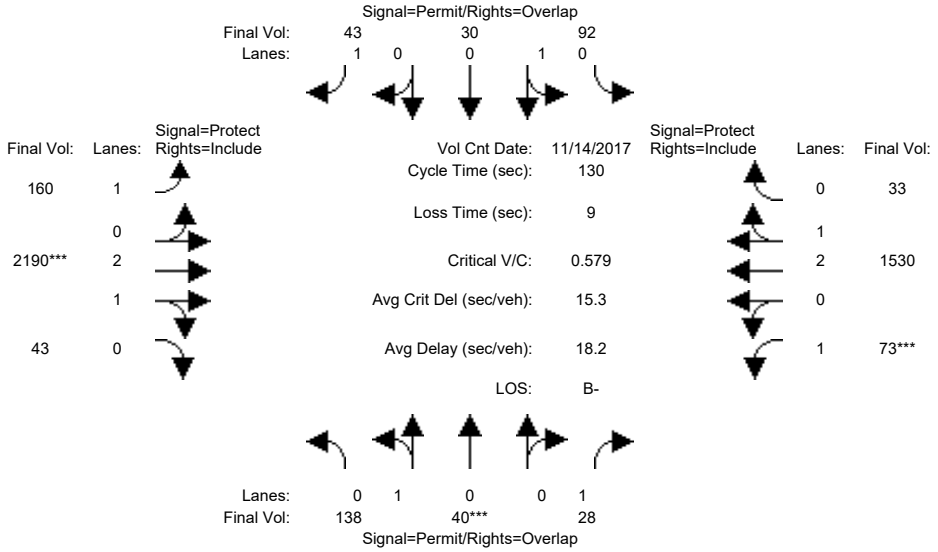
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: Poplar Ave & El Camino Real



Street Name:	Poplar Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	138	40	28	92	30	43	160	2190	43	73	1530	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	40	28	92	30	43	160	2190	43	73	1530	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	40	28	92	30	43	160	2190	43	73	1530	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	40	28	92	30	43	160	2190	43	73	1530	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	40	28	92	30	43	160	2190	43	73	1530	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	40	28	92	30	43	160	2190	43	73	1530	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.78	0.22	1.00	0.75	0.25	1.00	1.00	2.94	0.06	1.00	2.93	0.07
Final Sat.:	1396	404	1750	1357	443	1750	1750	5492	108	1750	5482	118
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.07	0.07	0.02	0.09	0.40	0.40	0.04	0.28	0.28
Crit Moves:		****						****		****		
Green Time:	22.2	22.2	31.5	22.2	22.2	46.6	24.4	89.5	89.5	9.4	74.4	74.4
Volume/Cap:	0.58	0.58	0.07	0.40	0.40	0.07	0.49	0.58	0.58	0.58	0.49	0.49
Uniform Del:	49.6	49.6	37.9	48.0	48.0	27.4	47.2	10.5	10.5	58.4	16.5	16.5
IncremntDel:	2.8	2.8	0.1	0.8	0.8	0.0	1.1	0.2	0.2	6.6	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	52.4	38.0	48.8	48.8	27.5	48.4	10.7	10.7	65.0	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	52.4	38.0	48.8	48.8	27.5	48.4	10.7	10.7	65.0	16.6	16.6
LOS by Move:	D-	D-	D+	D	D	C	D	B+	B+	E	B	B
HCM2kAvgQ:	8	8	1	5	5	1	7	16	16	3	12	12

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

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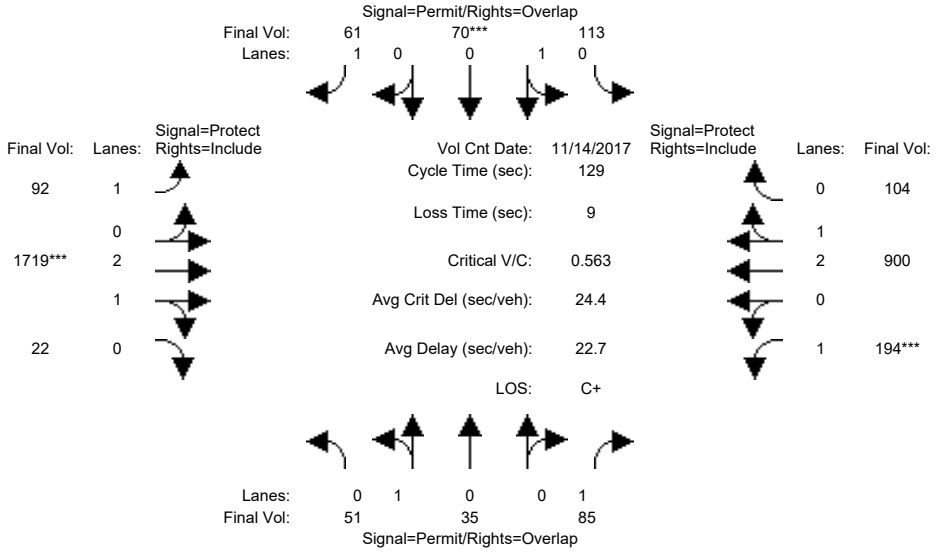
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #11: Henderson Ave & El Camino Real



Street Name:	Henderson Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	51	35	85	113	70	61	92	1719	22	194	900	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	35	85	113	70	61	92	1719	22	194	900	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	35	85	113	70	61	92	1719	22	194	900	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	35	85	113	70	61	92	1719	22	194	900	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	35	85	113	70	61	92	1719	22	194	900	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	35	85	113	70	61	92	1719	22	194	900	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.59	0.41	1.00	0.62	0.38	1.00	1.00	2.96	0.04	1.00	2.68	0.32
Final Sat.:	1067	733	1750	1111	689	1750	1750	5529	71	1750	5019	580
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.10	0.10	0.03	0.05	0.31	0.31	0.11	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	23.3	23.3	48.7	23.3	23.3	45.8	22.5	71.3	71.3	25.4	74.2	74.2
Volume/Cap:	0.26	0.26	0.13	0.56	0.56	0.10	0.30	0.56	0.56	0.56	0.31	0.31
Uniform Del:	45.5	45.5	26.3	48.2	48.2	27.8	46.4	18.7	18.7	46.8	14.2	14.2
IncremntDel:	0.4	0.4	0.1	2.3	2.3	0.1	0.6	0.2	0.2	2.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.9	45.9	26.3	50.5	50.5	27.9	47.0	19.0	19.0	48.9	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	45.9	26.3	50.5	50.5	27.9	47.0	19.0	19.0	48.9	14.2	14.2
LOS by Move:	D	D	C	D	D	C	D	B-	B-	D	B	B
HCM2kAvgQ:	3	3	2	8	8	2	3	15	15	7	7	7

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

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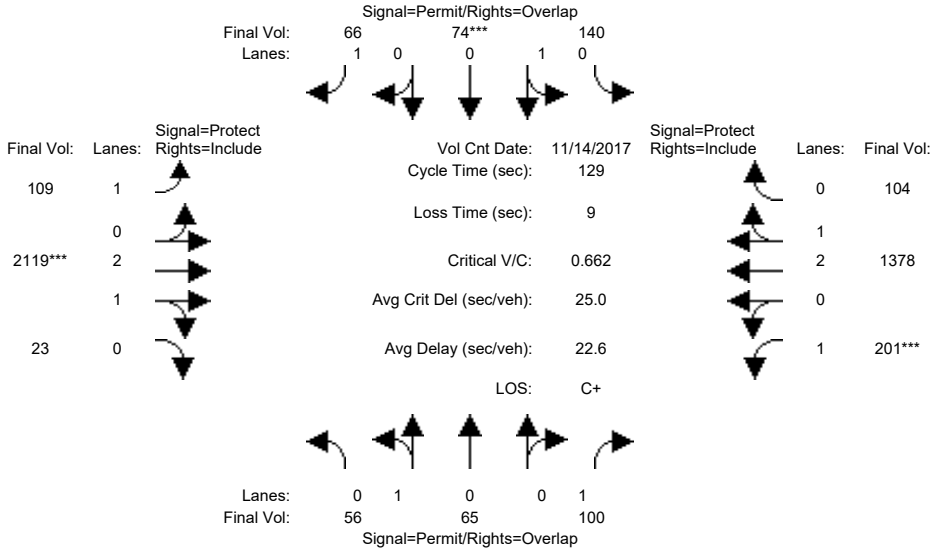
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #11: Henderson Ave & El Camino Real



Street Name:	Henderson Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	56	65	100	140	74	66	109	2119	23	201	1378	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	65	100	140	74	66	109	2119	23	201	1378	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	65	100	140	74	66	109	2119	23	201	1378	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	65	100	140	74	66	109	2119	23	201	1378	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	65	100	140	74	66	109	2119	23	201	1378	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	65	100	140	74	66	109	2119	23	201	1378	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.46	0.54	1.00	0.65	0.35	1.00	1.00	2.97	0.03	1.00	2.78	0.22
Final Sat.:	833	967	1750	1178	622	1750	1750	5540	60	1750	5206	393
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.12	0.12	0.04	0.06	0.38	0.38	0.11	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	23.2	23.2	45.5	23.2	23.2	41.6	18.5	74.5	74.5	22.4	78.4	78.4
Volume/Cap:	0.37	0.37	0.16	0.66	0.66	0.12	0.44	0.66	0.66	0.66	0.44	0.44
Uniform Del:	46.6	46.6	28.7	49.3	49.3	30.8	50.5	18.7	18.7	49.8	13.5	13.5
IncremntDel:	0.7	0.7	0.1	5.1	5.1	0.1	1.2	0.5	0.5	5.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.3	47.3	28.8	54.4	54.4	30.9	51.7	19.2	19.2	55.2	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	28.8	54.4	54.4	30.9	51.7	19.2	19.2	55.2	13.6	13.6
LOS by Move:	D	D	C	D-	D-	C	D-	B-	B-	E+	B	B
HCM2kAvgQ:	5	5	3	9	9	2	4	19	19	8	10	10

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

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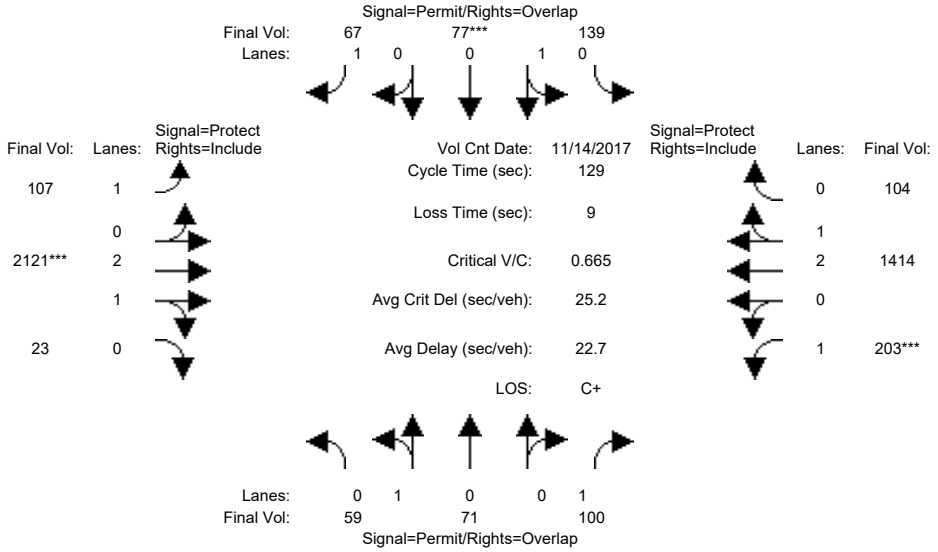
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #11: Henderson Ave & El Camino Real



Street Name:	Henderson Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	59	71	100	139	77	67	107	2121	23	203	1414	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	71	100	139	77	67	107	2121	23	203	1414	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	71	100	139	77	67	107	2121	23	203	1414	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	71	100	139	77	67	107	2121	23	203	1414	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	71	100	139	77	67	107	2121	23	203	1414	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	71	100	139	77	67	107	2121	23	203	1414	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.45	0.55	1.00	0.64	0.36	1.00	1.00	2.97	0.03	1.00	2.79	0.21
Final Sat.:	817	983	1750	1158	642	1750	1750	5540	60	1750	5216	384
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.12	0.12	0.04	0.06	0.38	0.38	0.12	0.27	0.27
Crit Moves:					****			****		****		
Green Time:	23.3	23.3	45.8	23.3	23.3	41.1	17.8	74.2	74.2	22.5	78.9	78.9
Volume/Cap:	0.40	0.40	0.16	0.67	0.67	0.12	0.44	0.67	0.67	0.67	0.44	0.44
Uniform Del:	46.7	46.7	28.5	49.2	49.2	31.2	51.0	18.8	18.8	49.7	13.3	13.3
IncremntDel:	0.8	0.8	0.1	5.2	5.2	0.1	1.3	0.5	0.5	5.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.5	47.5	28.6	54.4	54.4	31.3	52.3	19.4	19.4	55.2	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	28.6	54.4	54.4	31.3	52.3	19.4	19.4	55.2	13.4	13.4
LOS by Move:	D	D	C	D-	D-	C	D-	B-	B-	E+	B	B
HCM2kAvgQ:	5	5	3	9	9	2	4	19	19	8	10	10

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

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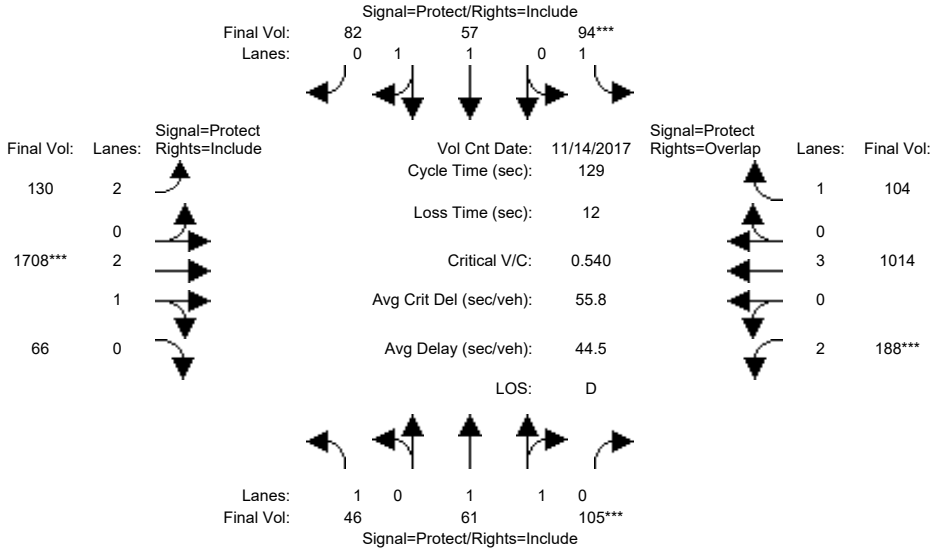
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #12: Halford Ave & El Camino Real



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	46	61	105	94	57	82	130	1708	66	188	1014	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	61	105	94	57	82	130	1708	66	188	1014	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	61	105	94	57	82	130	1708	66	188	1014	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	61	105	94	57	82	130	1708	66	188	1014	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	61	105	94	57	82	130	1708	66	188	1014	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	61	105	94	57	82	130	1708	66	188	1014	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.88	0.12	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5391	208	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.05	0.03	0.05	0.04	0.32	0.32	0.06	0.18	0.06
Crit Moves:			****	****				****		****		
Green Time:	15.4	20.0	20.0	17.7	20.0	20.0	18.6	60.0	60.0	19.6	61.0	78.7
Volume/Cap:	0.22	0.21	0.39	0.39	0.19	0.30	0.29	0.68	0.68	0.39	0.38	0.10
Uniform Del:	51.4	47.6	49.0	50.8	47.5	48.3	49.3	27.0	27.0	49.3	21.8	10.4
IncremntDel:	0.5	0.1	0.6	1.1	0.1	0.4	0.3	0.7	0.7	0.5	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.58	1.58	1.00	1.00	1.00
Delay/Veh:	51.9	47.7	49.6	51.8	47.6	48.7	55.2	57.2	43.4	49.8	21.9	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	47.7	49.6	51.8	47.6	48.7	55.2	57.2	43.4	49.8	21.9	10.5
LOS by Move:	D-	D	D	D-	D	D	E+	E+	D	D	C+	B+
HCM2kAvgQ:	2	2	4	4	2	3	3	22	22	4	8	2

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

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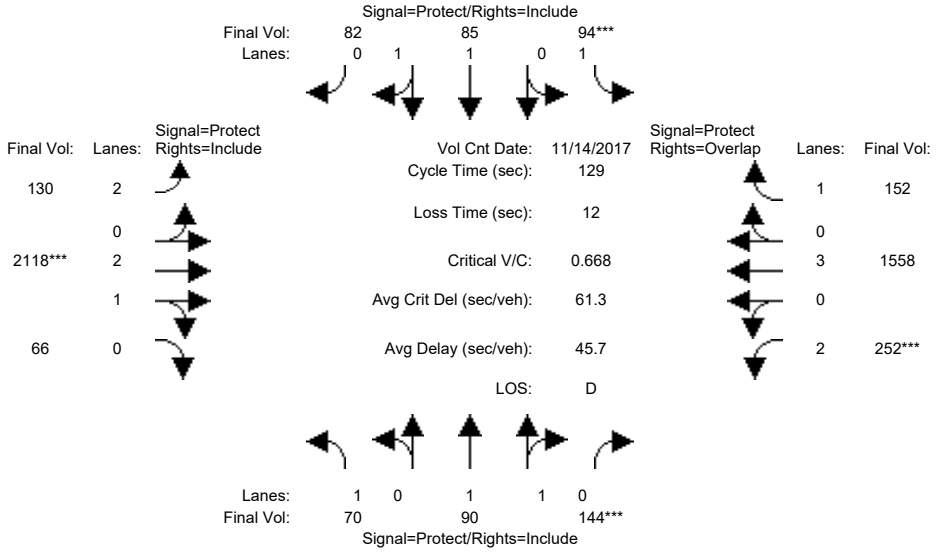
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #12: Halford Ave & El Camino Real



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	70	90	144	94	85	82	130	2118	66	252	1558	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	90	144	94	85	82	130	2118	66	252	1558	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	90	144	94	85	82	130	2118	66	252	1558	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	90	144	94	85	82	130	2118	66	252	1558	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	90	144	94	85	82	130	2118	66	252	1558	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	90	144	94	85	82	130	2118	66	252	1558	152
Saturation 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	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1898	1800	3150	5431	169	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.08	0.05	0.04	0.05	0.04	0.39	0.39	0.08	0.27	0.09
Crit Moves:			****	****				****		****		
Green Time:	14.8	20.0	21.7	14.2	20.0	20.0	13.4	60.0	60.0	21.1	67.7	81.8
Volume/Cap:	0.35	0.31	0.49	0.49	0.29	0.29	0.40	0.84	0.84	0.49	0.52	0.14
Uniform Del:	52.7	48.3	48.6	54.0	48.2	48.3	54.0	30.3	30.3	49.0	20.1	9.4
IncremntDel:	1.1	0.2	0.8	2.0	0.3	0.3	0.8	2.6	2.6	0.7	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.58	1.58	1.00	1.00	1.00
Delay/Veh:	53.7	48.6	49.4	56.0	48.5	48.5	59.0	64.2	50.4	49.8	20.2	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	48.6	49.4	56.0	48.5	48.5	59.0	64.2	50.4	49.8	20.2	9.5
LOS by Move:	D-	D	D	E+	D	D	E+	E	D	D	C+	A
HCM2kAvgQ:	3	3	6	4	3	3	3	28	28	5	13	2

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

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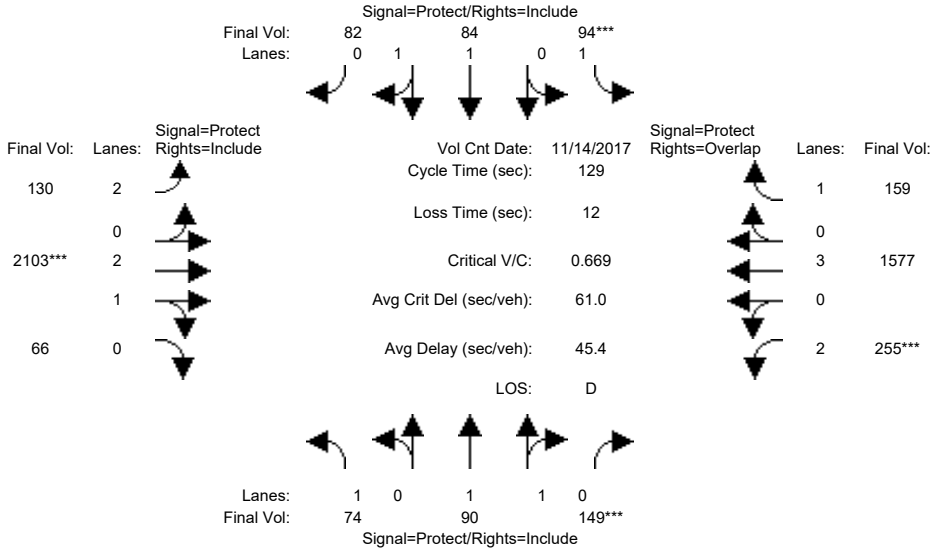
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: Halford Ave & El Camino Real



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	74	90	149	94	84	82	130	2103	66	255	1577	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:	74	90	149	94	84	82	130	2103	66	255	1577	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:	74	90	149	94	84	82	130	2103	66	255	1577	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:	74	90	149	94	84	82	130	2103	66	255	1577	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	90	149	94	84	82	130	2103	66	255	1577	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:	74	90	149	94	84	82	130	2103	66	255	1577	159
Saturation 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	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1899	1800	3150	5429	170	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.09	0.05	0.04	0.05	0.04	0.39	0.39	0.08	0.28	0.09
Crit Moves:			****	****				****		****		
Green Time:	14.8	20.0	22.1	13.9	20.0	20.0	13.3	60.0	60.0	21.0	67.7	81.6
Volume/Cap:	0.37	0.31	0.50	0.50	0.29	0.29	0.40	0.83	0.83	0.50	0.53	0.14
Uniform Del:	52.8	48.3	48.4	54.2	48.2	48.3	54.1	30.1	30.1	49.2	20.1	9.6
IncremntDel:	1.1	0.2	0.8	2.1	0.3	0.3	0.8	2.4	2.4	0.8	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.58	1.58	1.00	1.00	1.00
Delay/Veh:	53.9	48.6	49.2	56.3	48.5	48.5	59.1	63.8	50.0	50.0	20.3	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	48.6	49.2	56.3	48.5	48.5	59.1	63.8	50.0	50.0	20.3	9.6
LOS by Move:	D-	D	D	E+	D	D	E+	E	D	D	C+	A
HCM2kAvgQ:	3	3	6	4	3	3	3	28	28	5	13	3

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

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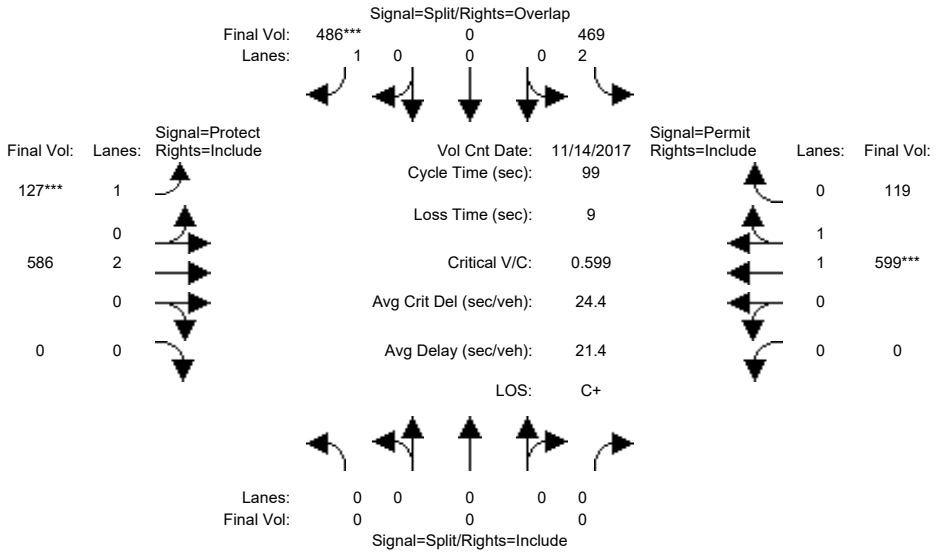
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	0	0	0	469	0	486	127	586	0	0	599	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	469	0	486	127	586	0	0	599	119
Added Vol:	0	0	0	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	469	0	486	127	586	0	0	599	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	469	0	486	127	586	0	0	599	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	486	127	586	0	0	599	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	469	0	486	127	586	0	0	599	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3086	613
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.07	0.15	0.00	0.00	0.19	0.19
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	45.9	0.0	57.9	12.0	44.1	0.0	0.0	32.1	32.1
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.47	0.60	0.35	0.00	0.00	0.60	0.60
Uniform Del:	0.0	0.0	0.0	16.7	0.0	11.8	41.2	18.0	0.0	0.0	28.1	28.1
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.3	4.7	0.1	0.0	0.0	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	16.9	0.0	12.2	45.9	18.1	0.0	0.0	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.9	0.0	12.2	45.9	18.1	0.0	0.0	28.9	28.9
LOS by Move:	A	A	A	B	A	B	D	B-	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	9	5	6	0	0	10	10

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

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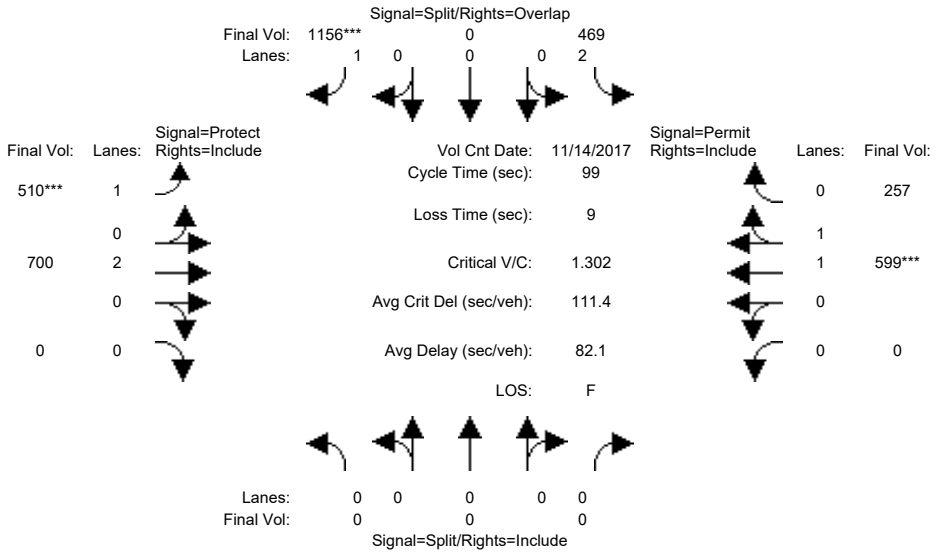
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	0	0	0	469	0	1156	510	700	0	0	599	257
Growth Adj:	1.00	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	469	0	1156	510	700	0	0	599	257
Added Vol:	0	0	0	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	469	0	1156	510	700	0	0	599	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	469	0	1156	510	700	0	0	599	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	1156	510	700	0	0	599	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	469	0	1156	510	700	0	0	599	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2588	1111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.66	0.29	0.18	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	50.2	0.0	72.4	22.2	39.8	0.0	0.0	17.6	17.6
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.90	1.30	0.46	0.00	0.00	1.30	1.30
Uniform Del:	0.0	0.0	0.0	14.1	0.0	10.5	38.4	21.7	0.0	0.0	40.7	40.7
IncremntDel:	0.0	0.0	0.0	0.1	0.0	9.2	153.3	0.2	0.0	0.0	147	146.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	14.2	0.0	19.7	191.8	21.9	0.0	0.0	187	187.4
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	14.2	0.0	19.7	191.8	21.9	0.0	0.0	187	187.4
LOS by Move:	A	A	A	B	A	B-	F	C+	A	A	F	F
HCM2kAvgQ:	0	0	0	5	0	34	35	8	0	0	28	28

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

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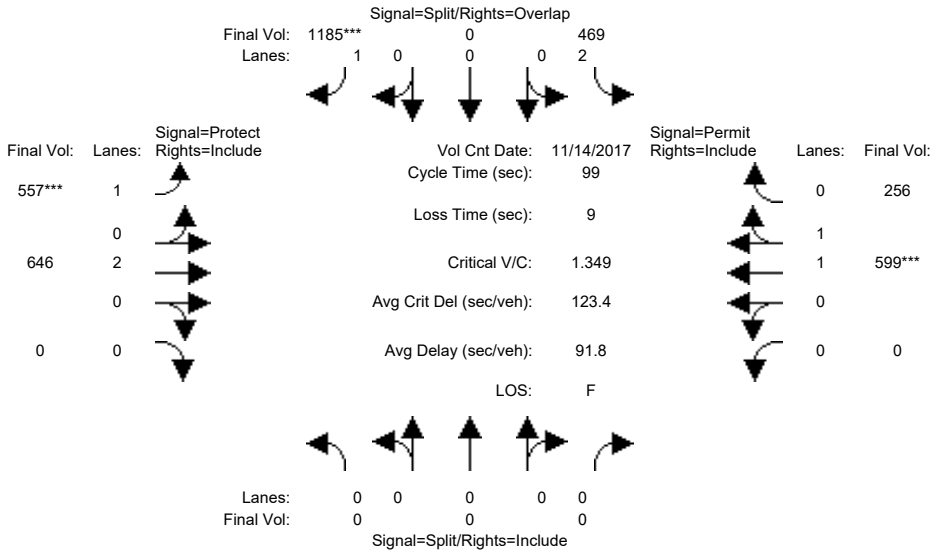
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	0	0	0	469	0	1185	557	646	0	0	599	256
Growth Adj:	1.00	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	469	0	1185	557	646	0	0	599	256
Added Vol:	0	0	0	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	469	0	1185	557	646	0	0	599	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	469	0	1185	557	646	0	0	599	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	1185	557	646	0	0	599	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	469	0	1185	557	646	0	0	599	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2591	1107
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.68	0.32	0.17	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	49.7	0.0	73.0	23.4	40.3	0.0	0.0	17.0	17.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.92	1.35	0.42	0.00	0.00	1.35	1.35
Uniform Del:	0.0	0.0	0.0	14.4	0.0	10.5	37.8	21.0	0.0	0.0	41.0	41.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	10.5	172.5	0.2	0.0	0.0	167	167.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	14.5	0.0	21.1	210.3	21.1	0.0	0.0	208	208.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	0.0	21.1	210.3	21.1	0.0	0.0	208	208.5
LOS by Move:	A	A	A	B	A	C+	F	C+	A	A	F	F
HCM2kAvgQ:	0	0	0	5	0	36	40	7	0	0	29	29

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

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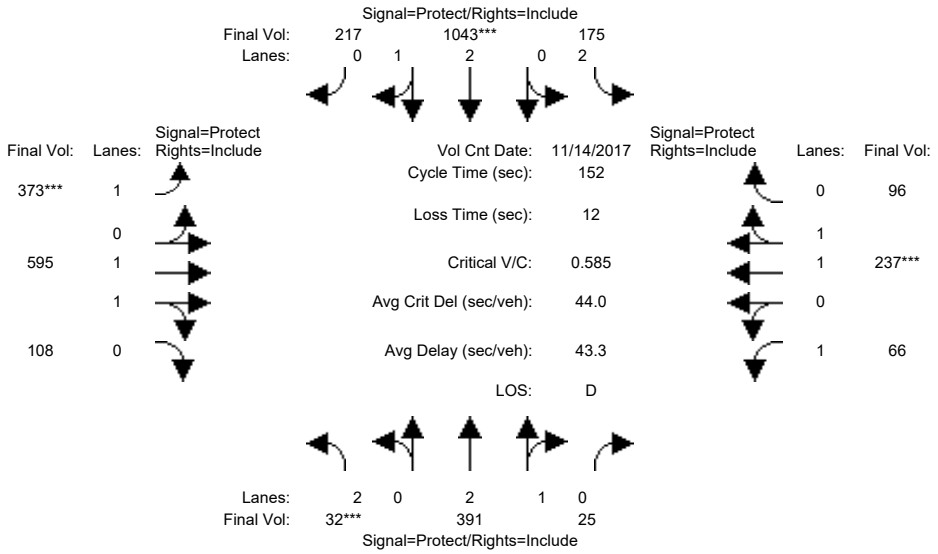
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #16: Mary Ave & Evelyn Ave



Street Name:	Mary Ave						Evelyn 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	32	391	25	175	1043	217	373	595	108	66	237	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:	32	391	25	175	1043	217	373	595	108	66	237	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:	32	391	25	175	1043	217	373	595	108	66	237	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:	32	391	25	175	1043	217	373	595	108	66	237	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	391	25	175	1043	217	373	595	108	66	237	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:	32	391	25	175	1043	217	373	595	108	66	237	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.81	0.19	2.00	2.46	0.54	1.00	1.68	0.32	1.00	1.41	0.59
Final Sat.:	3150	5263	337	3150	4634	964	1750	3131	568	1750	2633	1066
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.06	0.23	0.23	0.21	0.19	0.19	0.04	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.0	36.4	36.4	27.2	56.7	56.7	53.7	61.4	61.4	14.9	22.7	22.7
Volume/Cap:	0.22	0.31	0.31	0.31	0.60	0.60	0.60	0.47	0.47	0.38	0.60	0.60
Uniform Del:	69.9	47.5	47.5	54.2	38.6	38.6	40.4	33.3	33.3	64.3	60.5	60.5
IncremntDel:	0.8	0.1	0.1	0.3	0.5	0.5	1.7	0.2	0.2	1.4	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.6	47.6	47.6	54.5	39.1	39.1	42.1	33.5	33.5	65.7	62.4	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	47.6	47.6	54.5	39.1	39.1	42.1	33.5	33.5	65.7	62.4	62.4
LOS by Move:	E	D	D	D-	D	D	D	C-	C-	E	E	E
HCM2kAvgQ:	1	5	5	4	16	16	16	12	12	3	7	7

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

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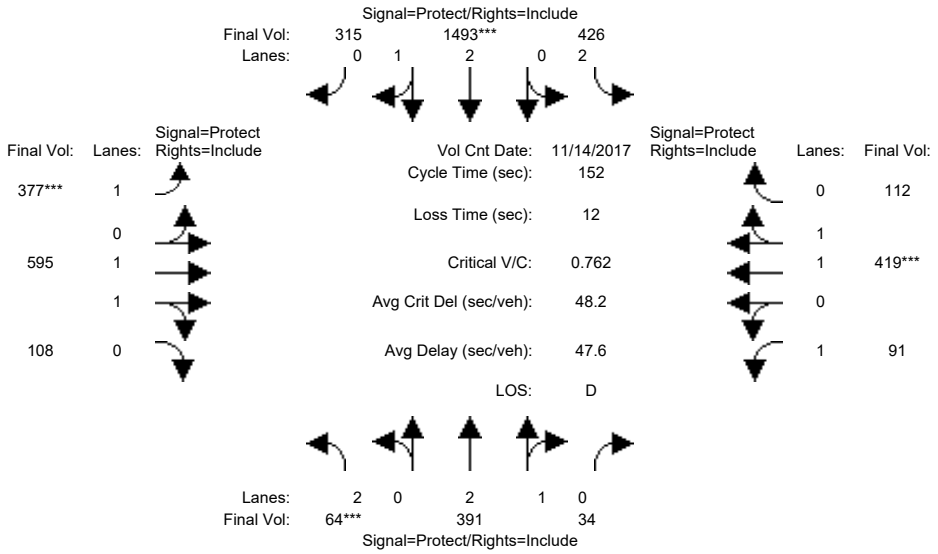
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #16: Mary Ave & Evelyn Ave



Street Name:	Mary Ave						Evelyn 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	64	391	34	426	1493	315	377	595	108	91	419	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	391	34	426	1493	315	377	595	108	91	419	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	391	34	426	1493	315	377	595	108	91	419	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	391	34	426	1493	315	377	595	108	91	419	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	391	34	426	1493	315	377	595	108	91	419	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	391	34	426	1493	315	377	595	108	91	419	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.75	0.25	2.00	2.46	0.54	1.00	1.68	0.32	1.00	1.57	0.43
Final Sat.:	3150	5151	448	3150	4623	975	1750	3131	568	1750	2919	780
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.14	0.32	0.32	0.22	0.19	0.19	0.05	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	25.2	25.2	44.8	63.0	63.0	42.0	55.0	55.0	15.0	28.0	28.0
Volume/Cap:	0.44	0.46	0.46	0.46	0.78	0.78	0.78	0.53	0.53	0.53	0.78	0.78
Uniform Del:	70.6	57.3	57.3	43.7	38.5	38.5	50.7	38.2	38.2	65.1	59.1	59.1
IncremntDel:	2.1	0.4	0.4	0.4	1.8	1.8	7.9	0.4	0.4	3.0	5.7	5.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.7	57.6	57.6	44.1	40.2	40.2	58.6	38.6	38.6	68.0	64.8	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	57.6	57.6	44.1	40.2	40.2	58.6	38.6	38.6	68.0	64.8	64.8
LOS by Move:	E	E+	E+	D	D	D	E+	D+	D+	E	E	E
HCM2kAvgQ:	2	6	6	9	23	23	19	13	13	4	12	12

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

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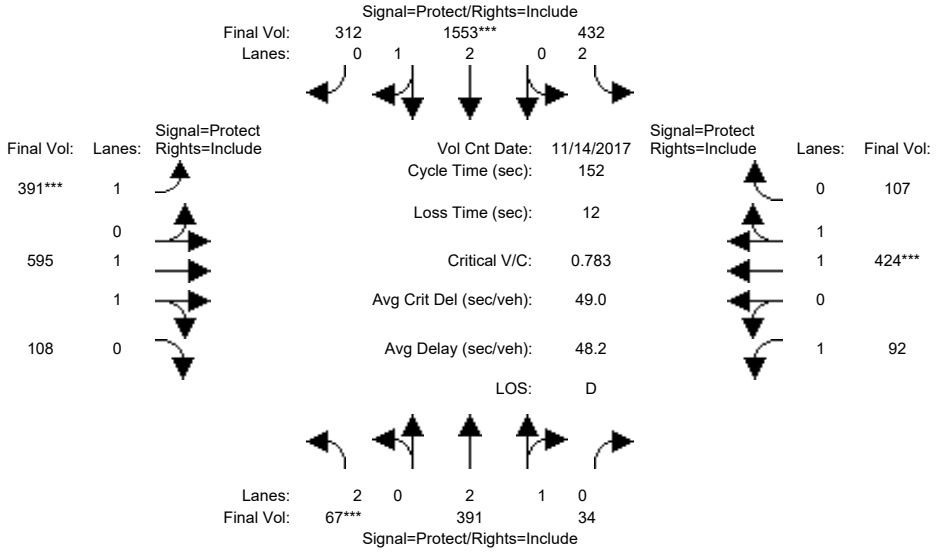
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #16: Mary Ave & Evelyn Ave



Street Name:	Mary Ave						Evelyn 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	67	391	34	432	1553	312	391	595	108	92	424	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:	67	391	34	432	1553	312	391	595	108	92	424	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:	67	391	34	432	1553	312	391	595	108	92	424	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:	67	391	34	432	1553	312	391	595	108	92	424	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	391	34	432	1553	312	391	595	108	92	424	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:	67	391	34	432	1553	312	391	595	108	92	424	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.75	0.25	2.00	2.48	0.52	1.00	1.68	0.32	1.00	1.59	0.41
Final Sat.:	3150	5151	448	3150	4662	937	1750	3131	568	1750	2954	745
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.14	0.33	0.33	0.22	0.19	0.19	0.05	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	25.0	25.0	45.2	63.3	63.3	42.4	54.6	54.6	15.1	27.3	27.3
Volume/Cap:	0.46	0.46	0.46	0.46	0.80	0.80	0.80	0.53	0.53	0.53	0.80	0.80
Uniform Del:	70.7	57.4	57.4	43.4	38.8	38.8	50.8	38.5	38.5	65.1	59.8	59.8
IncremntDel:	2.3	0.4	0.4	0.4	2.1	2.1	9.1	0.4	0.4	3.1	6.9	6.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.0	57.7	57.7	43.8	40.9	40.9	59.9	38.9	38.9	68.1	66.6	66.6
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:	73.0	57.7	57.7	43.8	40.9	40.9	59.9	38.9	38.9	68.1	66.6	66.6
LOS by Move:	E	E+	E+	D	D	D	E+	D+	D+	E	E	E
HCM2kAvgQ:	2	6	6	9	24	24	20	13	13	4	13	13

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

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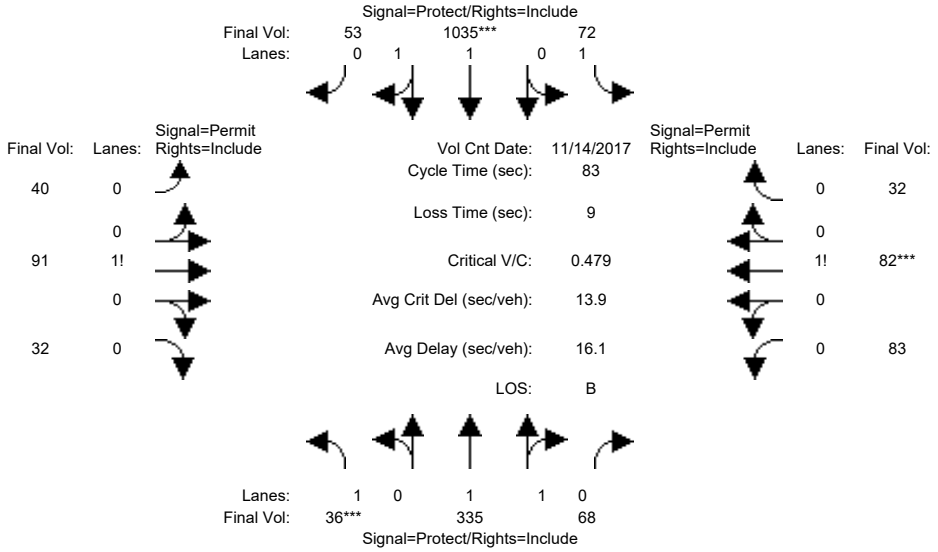
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #17: Mary Ave & Washington Ave



Street Name:	Mary Ave						Washington 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: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	36	335	68	72	1035	53	40	91	32	83	82	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	335	68	72	1035	53	40	91	32	83	82	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	335	68	72	1035	53	40	91	32	83	82	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	335	68	72	1035	53	40	91	32	83	82	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	335	68	72	1035	53	40	91	32	83	82	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	335	68	72	1035	53	40	91	32	83	82	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.65	0.35	1.00	1.90	0.10	0.24	0.56	0.20	0.42	0.42	0.16
Final Sat.:	1750	3075	624	1750	3520	180	429	977	344	737	728	284
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.04	0.29	0.29	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:	****				****						****	
Green Time:	7.0	32.6	32.6	22.8	48.5	48.5	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.24	0.28	0.28	0.15	0.50	0.50	0.42	0.42	0.42	0.50	0.50	0.50
Uniform Del:	35.5	17.2	17.2	22.7	10.2	10.2	27.6	27.6	27.6	28.2	28.2	28.2
IncremntDel:	0.9	0.1	0.1	0.1	0.2	0.2	0.7	0.7	0.7	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	17.3	17.3	22.9	10.4	10.4	28.3	28.3	28.3	29.2	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	17.3	17.3	22.9	10.4	10.4	28.3	28.3	28.3	29.2	29.2	29.2
LOS by Move:	D+	B	B	C+	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	1	8	8	4	4	4	5	5	5

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

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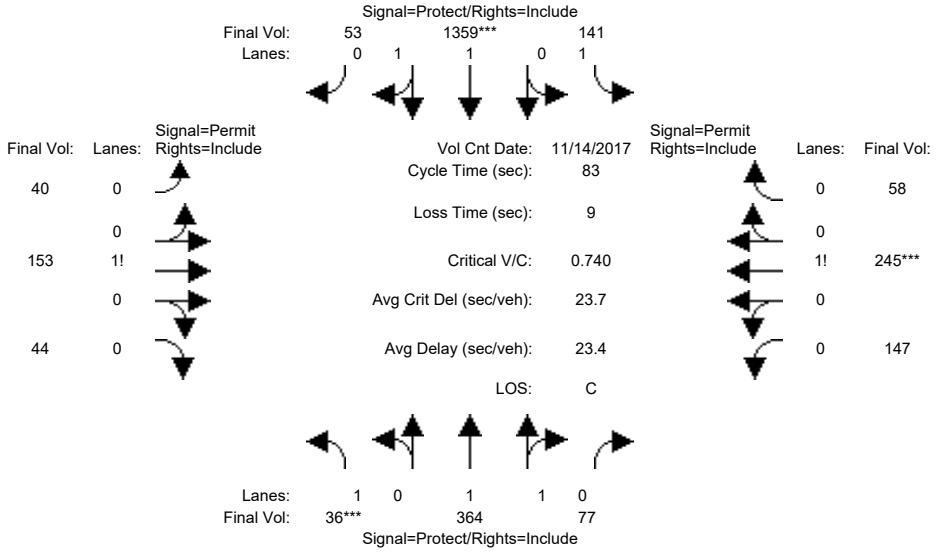
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #17: Mary Ave & Washington Ave



Street Name:	Mary Ave						Washington 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: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	36	364	77	141	1359	53	40	153	44	147	245	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	364	77	141	1359	53	40	153	44	147	245	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	364	77	141	1359	53	40	153	44	147	245	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	364	77	141	1359	53	40	153	44	147	245	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	364	77	141	1359	53	40	153	44	147	245	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	364	77	141	1359	53	40	153	44	147	245	58
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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.64	0.36	1.00	1.92	0.08	0.17	0.64	0.19	0.33	0.54	0.13
Final Sat.:	1750	3053	646	1750	3561	139	295	1130	325	572	953	226
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.08	0.38	0.38	0.14	0.14	0.14	0.26	0.26	0.26
Crit Moves:	****				****						****	
Green Time:	7.0	27.7	27.7	19.4	40.0	40.0	27.0	27.0	27.0	27.0	27.0	27.0
Volume/Cap:	0.24	0.36	0.36	0.35	0.79	0.79	0.42	0.42	0.42	0.79	0.79	0.79
Uniform Del:	35.5	20.9	20.9	26.5	18.0	18.0	21.9	21.9	21.9	25.5	25.5	25.5
IncremntDel:	0.9	0.2	0.2	0.5	2.5	2.5	0.5	0.5	0.5	7.4	7.4	7.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	21.1	21.1	27.0	20.5	20.5	22.4	22.4	22.4	32.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	21.1	21.1	27.0	20.5	20.5	22.4	22.4	22.4	32.9	32.9	32.9
LOS by Move:	D+	C+	C+	C	C+	C+	C+	C+	C+	C-	C-	C-
HCM2kAvgQ:	1	4	4	3	15	15	5	5	5	13	13	13

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

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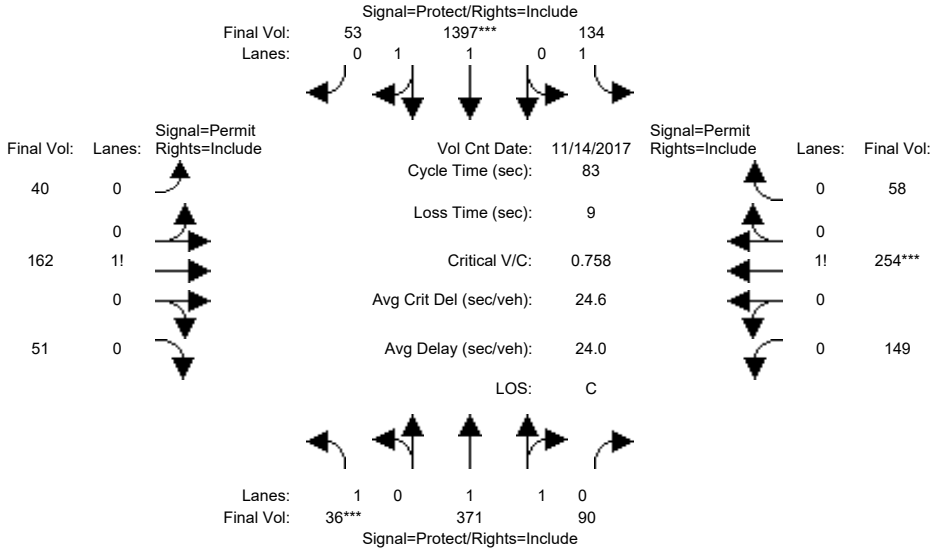
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: Mary Ave & Washington Ave



Street Name:	Mary Ave						Washington 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: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	36	371	90	134	1397	53	40	162	51	149	254	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	371	90	134	1397	53	40	162	51	149	254	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	371	90	134	1397	53	40	162	51	149	254	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	371	90	134	1397	53	40	162	51	149	254	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	371	90	134	1397	53	40	162	51	149	254	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	371	90	134	1397	53	40	162	51	149	254	58
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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.60	0.40	1.00	1.92	0.08	0.16	0.64	0.20	0.32	0.55	0.13
Final Sat.:	1750	2977	722	1750	3565	135	277	1121	353	566	964	220
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.08	0.39	0.39	0.14	0.14	0.14	0.26	0.26	0.26
Crit Moves:	****				****						****	
Green Time:	7.0	28.1	28.1	19.0	40.1	40.1	26.9	26.9	26.9	26.9	26.9	26.9
Volume/Cap:	0.24	0.37	0.37	0.33	0.81	0.81	0.45	0.45	0.45	0.81	0.81	0.81
Uniform Del:	35.5	20.8	20.8	26.7	18.3	18.3	22.1	22.1	22.1	25.7	25.7	25.7
IncremntDel:	0.9	0.2	0.2	0.5	2.9	2.9	0.6	0.6	0.6	8.7	8.7	8.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	20.9	20.9	27.2	21.2	21.2	22.7	22.7	22.7	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:	36.4	20.9	20.9	27.2	21.2	21.2	22.7	22.7	22.7	34.4	34.4	34.4
LOS by Move:	D+	C+	C+	C	C+	C+	C+	C+	C+	C-	C-	C-
HCM2kAvgQ:	1	4	4	3	16	16	6	6	6	14	14	14

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

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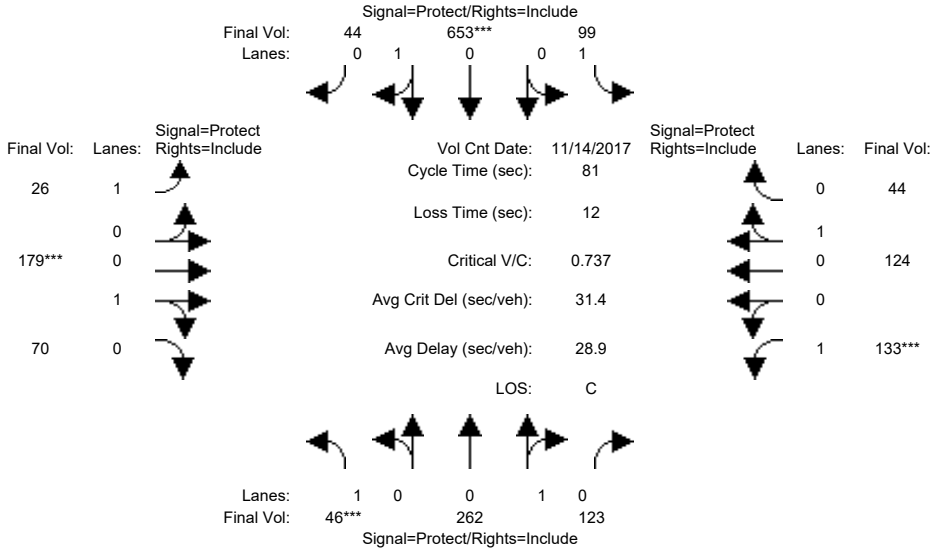
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #18: Mary Ave & Remington Dr



Street Name:	Mary Ave						Remington Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	46	262	123	99	653	44	26	179	70	133	124	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:	46	262	123	99	653	44	26	179	70	133	124	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:	46	262	123	99	653	44	26	179	70	133	124	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:	46	262	123	99	653	44	26	179	70	133	124	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	262	123	99	653	44	26	179	70	133	124	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:	46	262	123	99	653	44	26	179	70	133	124	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.68	0.32	1.00	0.94	0.06	1.00	0.72	0.28	1.00	0.74	0.26
Final Sat.:	1750	1225	575	1750	1686	114	1750	1294	506	1750	1329	471
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.06	0.39	0.39	0.01	0.14	0.14	0.08	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	7.0	33.4	33.4	13.5	39.9	39.9	9.1	14.3	14.3	7.8	13.0	13.0
Volume/Cap:	0.30	0.52	0.52	0.34	0.79	0.79	0.13	0.79	0.79	0.79	0.58	0.58
Uniform Del:	34.7	17.8	17.8	29.8	17.0	17.0	32.4	31.9	31.9	35.8	31.5	31.5
IncremntDel:	1.1	0.7	0.7	0.7	4.7	4.7	0.3	12.2	12.2	21.1	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.9	18.4	18.4	30.5	21.7	21.7	32.7	44.1	44.1	56.9	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	18.4	18.4	30.5	21.7	21.7	32.7	44.1	44.1	56.9	34.5	34.5
LOS by Move:	D+	B-	B-	C	C+	C+	C-	D	D	E+	C-	C-
HCM2kAvgQ:	1	7	7	2	15	15	1	8	8	6	5	5

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

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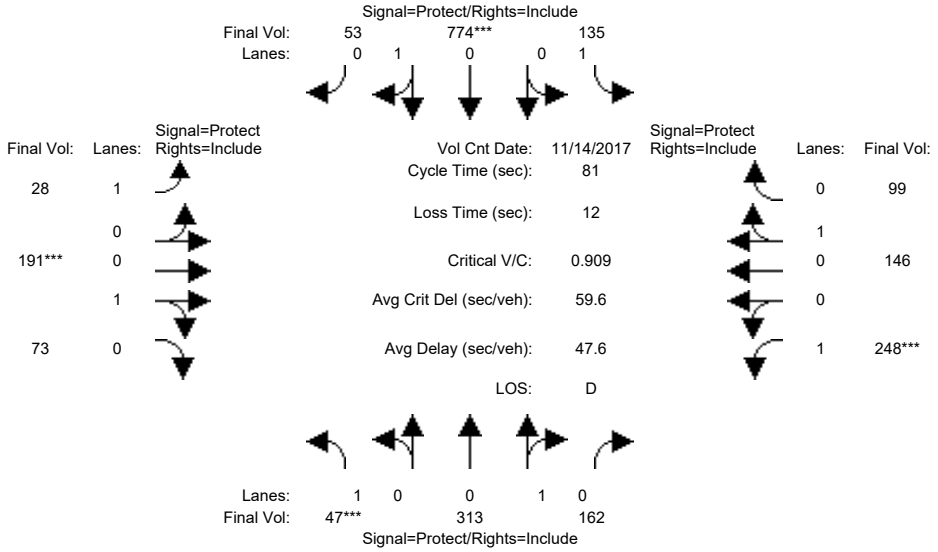
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #18: Mary Ave & Remington Dr



Street Name:	Mary Ave						Remington Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	47	313	162	135	774	53	28	191	73	248	146	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	313	162	135	774	53	28	191	73	248	146	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	313	162	135	774	53	28	191	73	248	146	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	313	162	135	774	53	28	191	73	248	146	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	313	162	135	774	53	28	191	73	248	146	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	313	162	135	774	53	28	191	73	248	146	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.66	0.34	1.00	0.94	0.06	1.00	0.72	0.28	1.00	0.60	0.40
Final Sat.:	1750	1186	614	1750	1685	115	1750	1302	498	1750	1073	727
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.08	0.46	0.46	0.02	0.15	0.15	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	7.0	34.0	34.0	11.1	38.1	38.1	9.3	12.2	12.2	11.7	14.6	14.6
Volume/Cap:	0.31	0.63	0.63	0.56	0.98	0.98	0.14	0.98	0.98	0.98	0.75	0.75
Uniform Del:	34.7	18.5	18.5	32.7	21.0	21.0	32.3	34.3	34.3	34.5	31.5	31.5
IncremntDel:	1.2	1.7	1.7	3.0	25.3	25.3	0.3	48.2	48.2	49.9	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.9	20.3	20.3	35.7	46.3	46.3	32.6	82.5	82.5	84.4	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	20.3	20.3	35.7	46.3	46.3	32.6	82.5	82.5	84.4	41.1	41.1
LOS by Move:	D+	C+	C+	D+	D	D	C-	F	F	F	D	D
HCM2kAvgQ:	1	9	9	3	21	21	1	12	12	11	8	8

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

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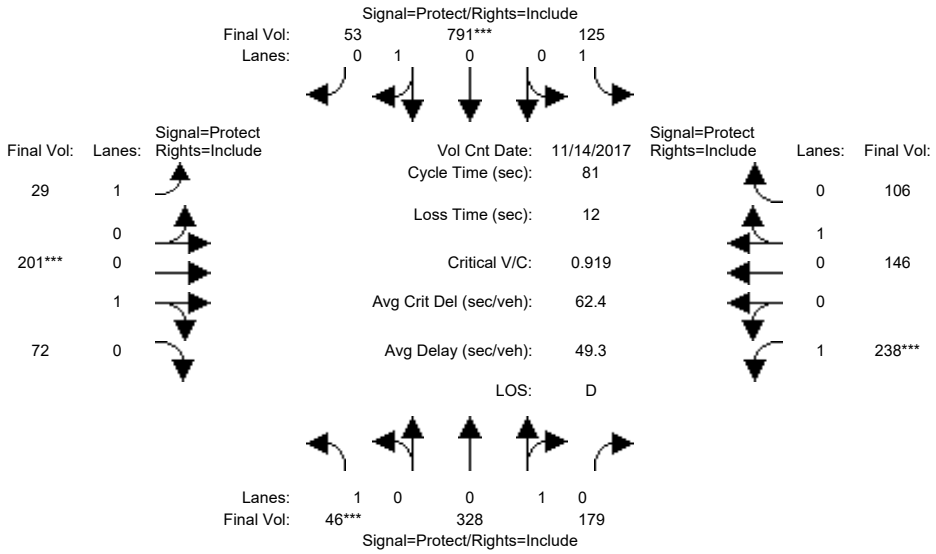
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #18: Mary Ave & Remington Dr



Street Name:	Mary Ave						Remington Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	46	328	179	125	791	53	29	201	72	238	146	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:	46	328	179	125	791	53	29	201	72	238	146	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:	46	328	179	125	791	53	29	201	72	238	146	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:	46	328	179	125	791	53	29	201	72	238	146	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	328	179	125	791	53	29	201	72	238	146	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:	46	328	179	125	791	53	29	201	72	238	146	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.65	0.35	1.00	0.94	0.06	1.00	0.74	0.26	1.00	0.58	0.42
Final Sat.:	1750	1164	636	1750	1687	113	1750	1325	475	1750	1043	757
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.07	0.47	0.47	0.02	0.15	0.15	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	7.0	34.8	34.8	10.7	38.4	38.4	9.0	12.4	12.4	11.1	14.6	14.6
Volume/Cap:	0.30	0.66	0.66	0.54	0.99	0.99	0.15	0.99	0.99	0.99	0.78	0.78
Uniform Del:	34.7	18.4	18.4	32.9	21.1	21.1	32.5	34.2	34.2	34.9	31.7	31.7
IncremntDel:	1.1	2.1	2.1	2.6	27.8	27.8	0.4	50.8	50.8	54.6	11.3	11.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.9	20.4	20.4	35.5	48.9	48.9	32.9	85.0	85.0	89.4	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	20.4	20.4	35.5	48.9	48.9	32.9	85.0	85.0	89.4	43.0	43.0
LOS by Move:	D+	C+	C+	D+	D	D	C-	F	F	F	D	D
HCM2kAvgQ:	1	10	10	3	22	22	1	12	12	11	8	8

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

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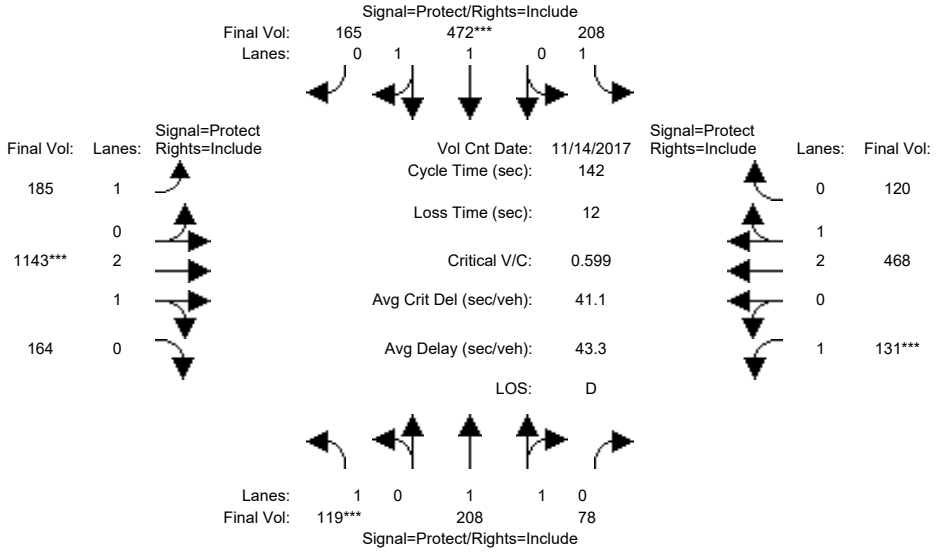
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	119	208	78	208	472	165	185	1143	164	131	468	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	208	78	208	472	165	185	1143	164	131	468	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	208	78	208	472	165	185	1143	164	131	468	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	208	78	208	472	165	185	1143	164	131	468	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	208	78	208	472	165	185	1143	164	131	468	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	208	78	208	472	165	185	1143	164	131	468	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.44	0.56	1.00	1.47	0.53	1.00	2.61	0.39	1.00	2.37	0.63
Final Sat.:	1750	2690	1009	1750	2741	958	1750	4896	703	1750	4456	1142
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.12	0.17	0.17	0.11	0.23	0.23	0.07	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	16.1	22.4	22.4	34.5	40.8	40.8	36.7	55.3	55.3	17.7	36.4	36.4
Volume/Cap:	0.60	0.49	0.49	0.49	0.60	0.60	0.41	0.60	0.60	0.60	0.41	0.41
Uniform Del:	59.9	54.6	54.6	46.2	43.6	43.6	43.7	34.5	34.5	58.8	43.9	43.9
IncremntDel:	5.0	0.6	0.6	0.9	1.0	1.0	0.6	0.5	0.5	4.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.9	55.2	55.2	47.1	44.5	44.5	44.3	35.0	35.0	63.3	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	55.2	55.2	47.1	44.5	44.5	44.3	35.0	35.0	63.3	44.1	44.1
LOS by Move:	E	E+	E+	D	D	D	D	C-	C-	E	D	D
HCM2kAvgQ:	5	6	6	8	12	12	7	15	15	6	7	7

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

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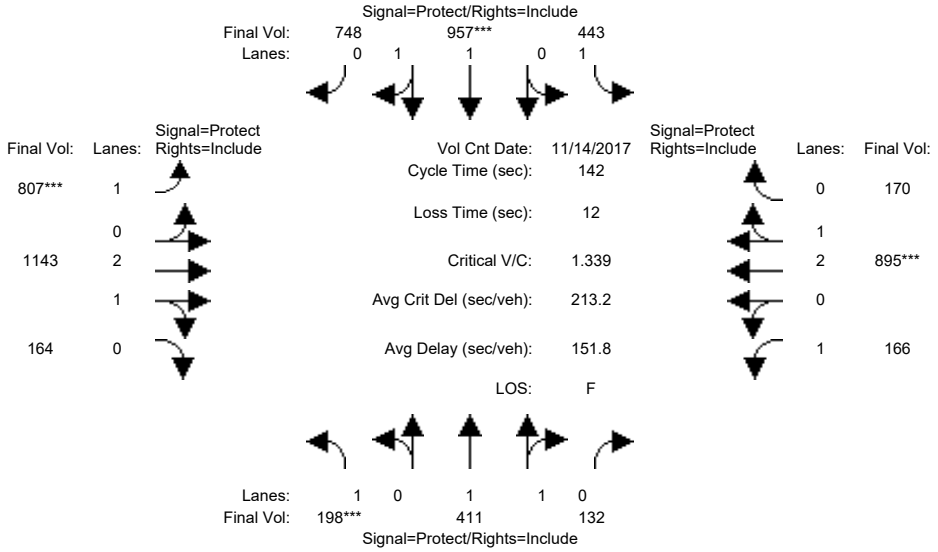
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	198	411	132	443	957	748	807	1143	164	166	895	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	411	132	443	957	748	807	1143	164	166	895	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	411	132	443	957	748	807	1143	164	166	895	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	411	132	443	957	748	807	1143	164	166	895	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	411	132	443	957	748	807	1143	164	166	895	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	411	132	443	957	748	807	1143	164	166	895	170
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.50	0.50	1.00	1.10	0.90	1.00	2.61	0.39	1.00	2.50	0.50
Final Sat.:	1750	2800	899	1750	2076	1622	1750	4896	703	1750	4705	894
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.25	0.46	0.46	0.46	0.23	0.23	0.09	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	12.0	22.4	22.4	38.6	48.9	48.9	48.9	49.1	49.1	20.0	20.2	20.2
Volume/Cap:	1.34	0.93	0.93	0.93	1.34	1.34	1.34	0.67	0.67	0.67	1.34	1.34
Uniform Del:	65.0	59.1	59.1	50.5	46.5	46.5	46.5	39.6	39.6	57.9	60.9	60.9
IncremntDel:	190.8	22.0	22.0	25.4	158	157.8	163.4	1.0	1.0	7.2	161	160.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	255.8	81.1	81.1	75.9	204	204.4	210.0	40.6	40.6	65.2	222	221.8
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:	255.8	81.1	81.1	75.9	204	204.4	210.0	40.6	40.6	65.2	222	221.8
LOS by Move:	F	F	F	E-	F	F	F	D	D	E	F	F
HCM2kAvgQ:	16	14	14	19	63	63	66	17	17	7	27	27

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

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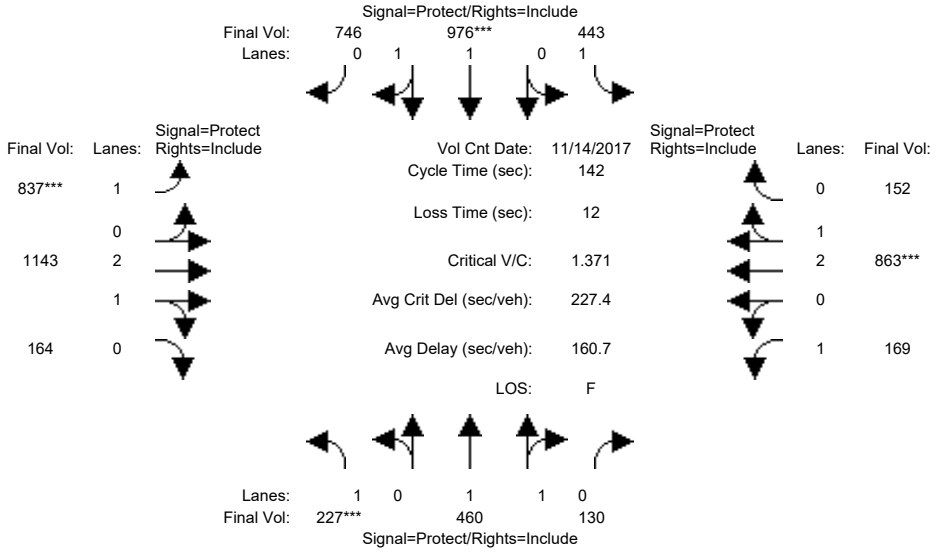
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	227	460	130	443	976	746	837	1143	164	169	863	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	460	130	443	976	746	837	1143	164	169	863	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	460	130	443	976	746	837	1143	164	169	863	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	460	130	443	976	746	837	1143	164	169	863	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	460	130	443	976	746	837	1143	164	169	863	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	460	130	443	976	746	837	1143	164	169	863	152
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	1.11	0.89	1.00	2.61	0.39	1.00	2.53	0.47
Final Sat.:	1750	2884	815	1750	2096	1602	1750	4896	703	1750	4760	838
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.25	0.47	0.47	0.48	0.23	0.23	0.10	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	13.4	23.8	23.8	37.8	48.2	48.2	49.5	48.3	48.3	20.0	18.8	18.8
Volume/Cap:	1.37	0.95	0.95	0.95	1.37	1.37	1.37	0.69	0.69	0.69	1.37	1.37
Uniform Del:	64.3	58.5	58.5	51.2	46.9	46.9	46.2	40.3	40.3	58.0	61.6	61.6
IncremntDel:	200.3	24.3	24.3	29.3	172	172.0	177.1	1.1	1.1	7.8	175	175.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	264.6	82.8	82.8	80.5	219	218.9	223.4	41.4	41.4	65.8	237	237.0
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:	264.6	82.8	82.8	80.5	219	218.9	223.4	41.4	41.4	65.8	237	237.0
LOS by Move:	F	F	F	F	F	F	F	D	D	E	F	F
HCM2kAvgQ:	19	15	15	20	65	65	70	17	17	7	26	26

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

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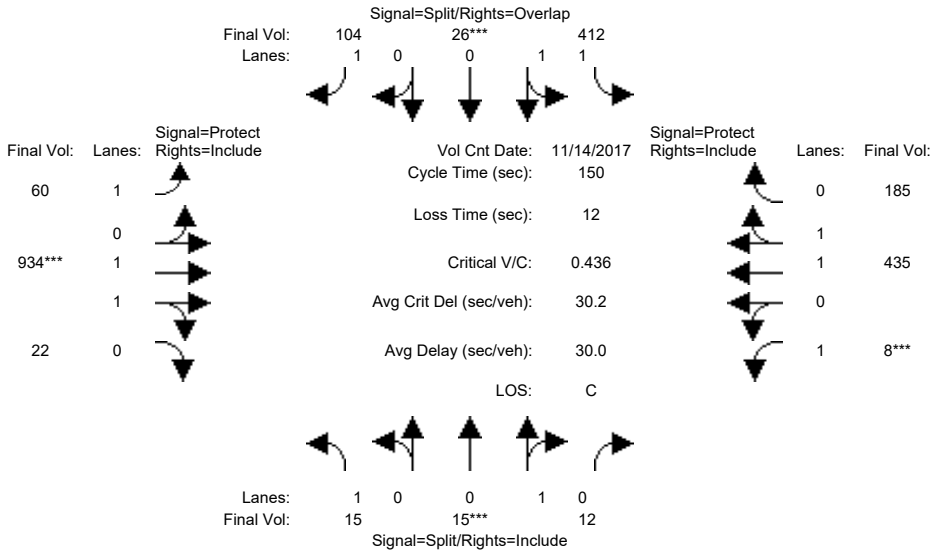
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #20: Mary Ave & Homestead Rd



Street Name:	Mary Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	15	15	12	412	26	104	60	934	22	8	435	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	15	12	412	26	104	60	934	22	8	435	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	15	12	412	26	104	60	934	22	8	435	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	15	12	412	26	104	60	934	22	8	435	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	15	12	412	26	104	60	934	22	8	435	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	15	12	412	26	104	60	934	22	8	435	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.88	0.12	1.00	1.00	1.95	0.05	1.00	1.39	0.61
Final Sat.:	1750	1000	800	3339	211	1750	1750	3615	85	1750	2595	1104
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.12	0.12	0.06	0.03	0.26	0.26	0.00	0.17	0.17
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	39.1	39.1	58.5	19.4	81.9	81.9	7.0	69.5	69.5
Volume/Cap:	0.13	0.23	0.23	0.47	0.47	0.15	0.27	0.47	0.47	0.10	0.36	0.36
Uniform Del:	65.9	66.3	66.3	46.8	46.8	29.7	58.9	20.8	20.8	68.5	25.9	25.9
IncremntDel:	0.5	1.0	1.0	0.4	0.4	0.1	0.6	0.2	0.2	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.4	67.3	67.3	47.1	47.1	29.8	59.5	21.0	21.0	69.0	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	67.3	67.3	47.1	47.1	29.8	59.5	21.0	21.0	69.0	26.1	26.1
LOS by Move:	E	E	E	D	D	C	E+	C+	C+	E	C	C
HCM2kAvgQ:	1	1	1	9	9	3	3	13	13	0	9	9

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

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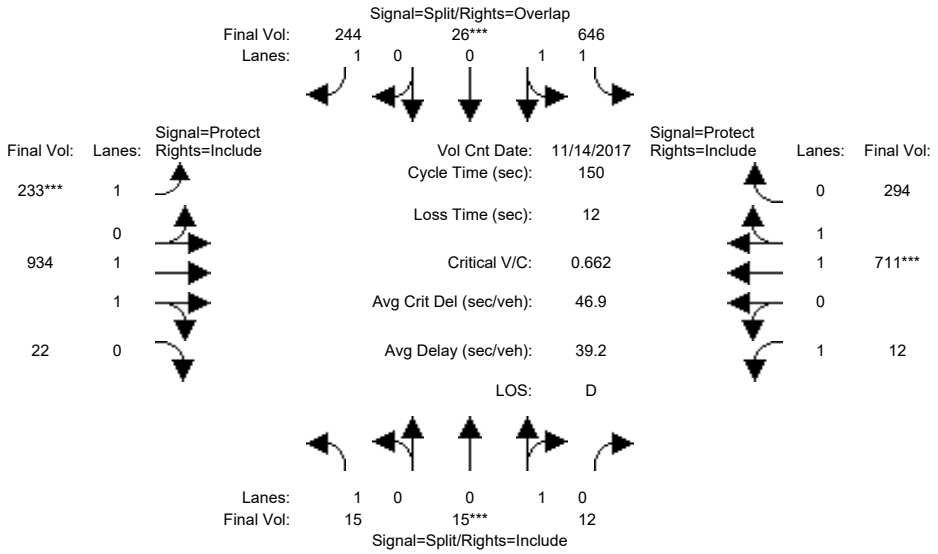
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #20: Mary Ave & Homestead Rd



Street Name:	Mary Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	15	15	12	646	26	244	233	934	22	12	711	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:	15	15	12	646	26	244	233	934	22	12	711	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:	15	15	12	646	26	244	233	934	22	12	711	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:	15	15	12	646	26	244	233	934	22	12	711	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	15	12	646	26	244	233	934	22	12	711	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:	15	15	12	646	26	244	233	934	22	12	711	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.92	0.08	1.00	1.00	1.95	0.05	1.00	1.40	0.60
Final Sat.:	1750	1000	800	3413	137	1750	1750	3615	85	1750	2617	1082
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.19	0.19	0.14	0.13	0.26	0.26	0.01	0.27	0.27
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	40.8	40.8	69.5	28.7	73.9	73.9	13.3	58.5	58.5
Volume/Cap:	0.13	0.23	0.23	0.70	0.70	0.30	0.70	0.52	0.52	0.08	0.70	0.70
Uniform Del:	65.9	66.3	66.3	49.0	49.0	25.1	56.6	26.0	26.0	62.7	38.3	38.3
IncremntDel:	0.5	1.0	1.0	2.2	2.2	0.2	6.3	0.3	0.3	0.2	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.4	67.3	67.3	51.3	51.3	25.3	62.9	26.3	26.3	62.9	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	67.3	67.3	51.3	51.3	25.3	62.9	26.3	26.3	62.9	39.8	39.8
LOS by Move:	E	E	E	D-	D-	C	E	C	C	E	D	D
HCM2kAvgQ:	1	1	1	14	14	7	11	15	15	1	19	19

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

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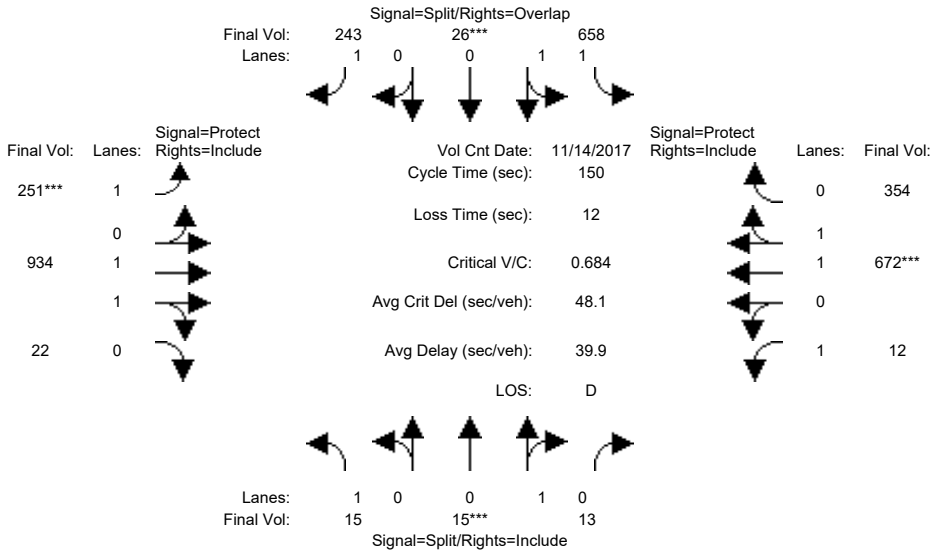
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #20: Mary Ave & Homestead Rd



Street Name:	Mary Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	15	15	13	658	26	243	251	934	22	12	672	354
Growth Adj:	1.00	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	15	13	658	26	243	251	934	22	12	672	354
Added Vol:	0	0	0	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	15	13	658	26	243	251	934	22	12	672	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	15	13	658	26	243	251	934	22	12	672	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	15	13	658	26	243	251	934	22	12	672	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	15	13	658	26	243	251	934	22	12	672	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.92	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	0.54	0.46	1.93	0.07	1.00	1.00	1.95	0.05	1.00	1.29	0.71
Final Sat.:	1750	964	836	3415	135	1750	1750	3615	85	1750	2422	1276
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.19	0.19	0.14	0.14	0.26	0.26	0.01	0.28	0.28
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	40.2	40.2	70.1	29.9	74.4	74.4	13.4	57.9	57.9
Volume/Cap:	0.13	0.23	0.23	0.72	0.72	0.30	0.72	0.52	0.52	0.08	0.72	0.72
Uniform Del:	65.9	66.4	66.4	49.8	49.8	24.7	56.1	25.7	25.7	62.6	39.1	39.1
IncremntDel:	0.5	1.0	1.0	2.7	2.7	0.2	7.1	0.3	0.3	0.2	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.4	67.4	67.4	52.5	52.5	24.9	63.2	26.0	26.0	62.8	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	67.4	67.4	52.5	52.5	24.9	63.2	26.0	26.0	62.8	41.0	41.0
LOS by Move:	E	E	E	D-	D-	C	E	C	C	E	D	D
HCM2kAvgQ:	1	1	1	14	14	7	11	15	15	1	20	20

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

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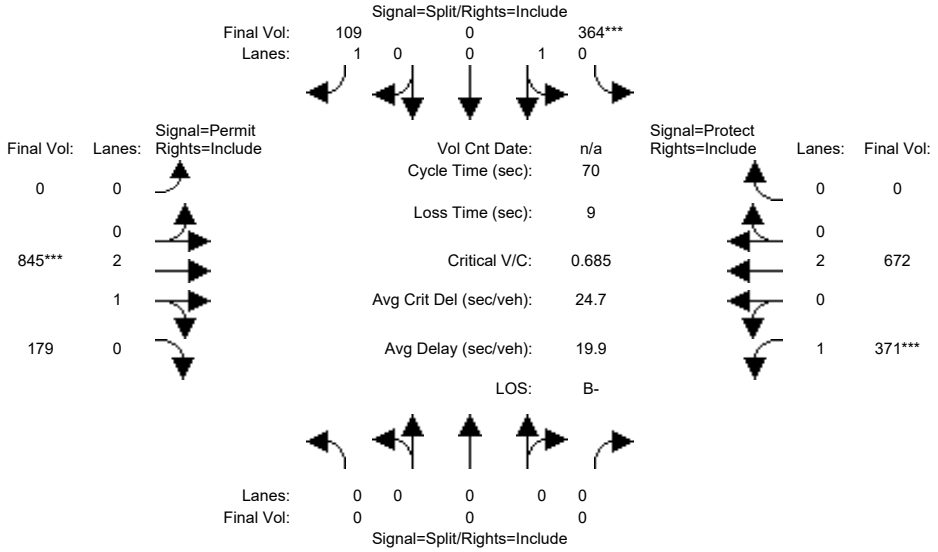
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	364	0	109	0	845	179	371	672	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	364	0	109	0	845	179	371	672	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	364	0	109	0	845	179	371	672	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	364	0	109	0	845	179	371	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	0	109	0	845	179	371	672	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	364	0	109	0	845	179	371	672	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	0.95	0.95	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.46	0.54	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	4620	979	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.06	0.00	0.18	0.18	0.21	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	20.7	0.0	20.7	0.0	18.7	18.7	21.7	40.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.21	0.00	0.69	0.69	0.69	0.31	0.00
Uniform Del:	0.0	0.0	0.0	21.8	0.0	18.5	0.0	23.0	23.0	21.2	7.6	0.0
IncremntDel:	0.0	0.0	0.0	3.7	0.0	0.2	0.0	1.3	1.3	3.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	18.8	0.0	24.4	24.4	24.8	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.5	0.0	18.8	0.0	24.4	24.4	24.8	7.7	0.0
LOS by Move:	A	A	A	C	A	B-	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	9	0	2	0	8	8	9	4	0

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

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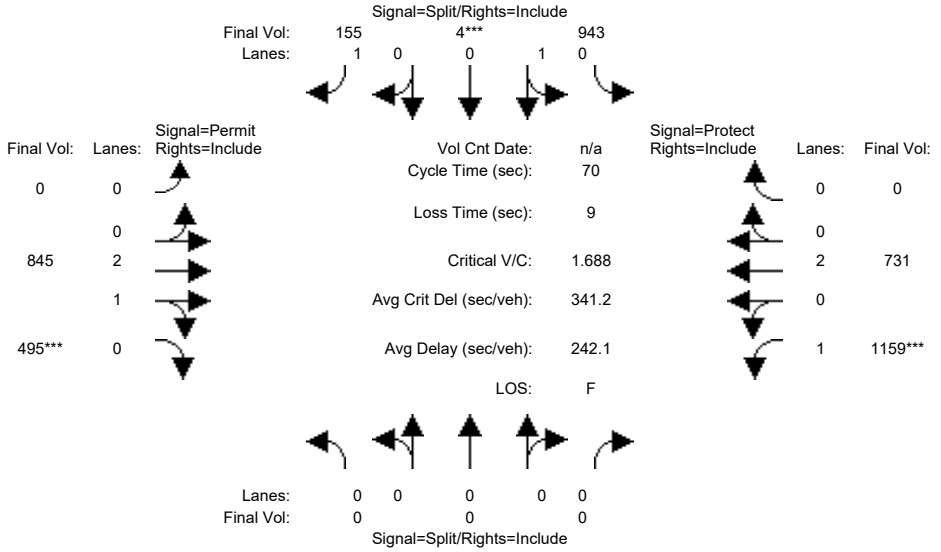
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	943	4	155	0	845	495	1159	731	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	943	4	155	0	845	495	1159	731	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	943	4	155	0	845	495	1159	731	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	943	4	155	0	845	495	1159	731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	943	4	155	0	845	495	1159	731	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	943	4	155	0	845	495	1159	731	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1792	8	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.53	0.09	0.00	0.22	0.28	0.66	0.19	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	21.8	21.8	21.8	0.0	11.7	11.7	27.5	39.2	0.0
Volume/Cap:	0.00	0.00	0.00	1.69	1.69	0.28	0.00	1.33	1.69	1.69	0.34	0.00
Uniform Del:	0.0	0.0	0.0	24.1	24.1	18.2	0.0	29.1	29.1	21.3	8.4	0.0
IncremntDel:	0.0	0.0	0.0	317.4	317	0.3	0.0	154	315.2	316.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	341.5	342	18.5	0.0	183	344.3	337.3	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	341.5	342	18.5	0.0	183	344.3	337.3	8.5	0.0
LOS by Move:	A	A	A	F	F	B-	A	F	F	F	A	A
HCM2kAvgQ:	0	0	0	73	73	3	0	24	40	91	4	0

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

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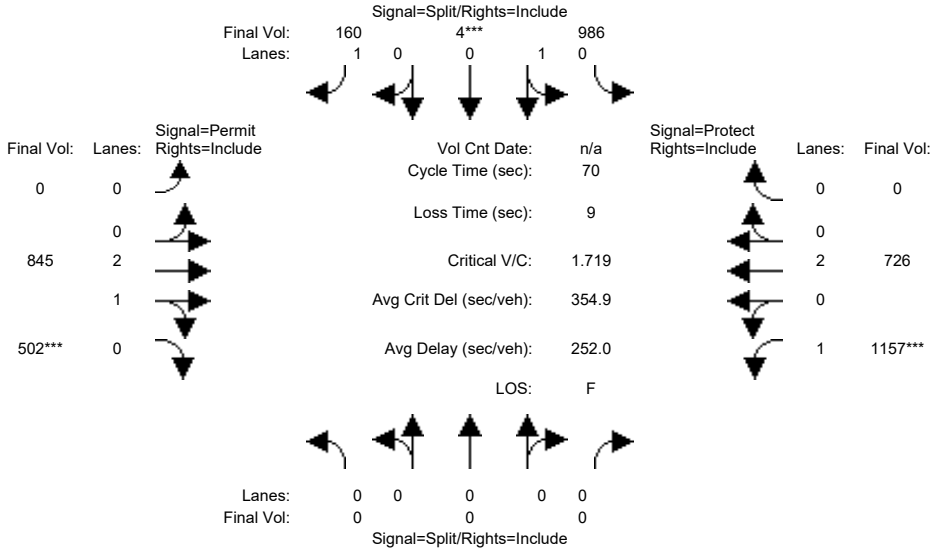
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1793	7	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.55	0.09	0.00	0.22	0.29	0.66	0.19	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	22.4	22.4	22.4	0.0	11.7	11.7	26.9	38.6	0.0
Volume/Cap:	0.00	0.00	0.00	1.72	1.72	0.29	0.00	1.33	1.72	1.72	0.35	0.00
Uniform Del:	0.0	0.0	0.0	23.8	23.8	17.8	0.0	29.2	29.2	21.5	8.7	0.0
IncremntDel:	0.0	0.0	0.0	330.9	331	0.3	0.0	156	329.0	329.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	354.7	355	18.1	0.0	186	358.1	351.4	8.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	354.7	355	18.1	0.0	186	358.1	351.4	8.8	0.0
LOS by Move:	A	A	A	F	F	B-	A	F	F	F	A	A
HCM2kAvgQ:	0	0	0	77	77	3	0	25	41	92	4	0

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

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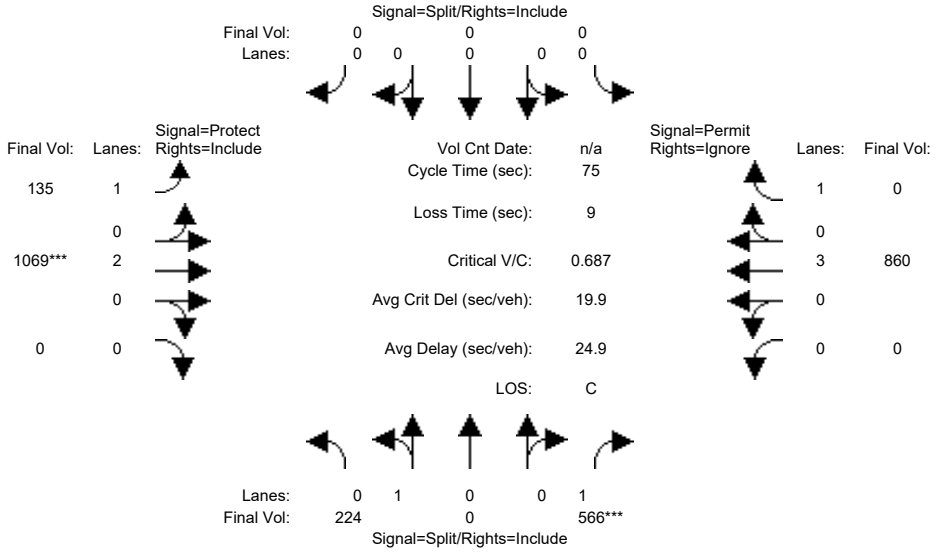
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #22: SR 85 NB Ramps & Fremont Ave



Street Name:	SR 85 NB Ramps						Fremont 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:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	224	0	566	0	0	0	135	1069	0	0	860	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	0	566	0	0	0	135	1069	0	0	860	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	0	566	0	0	0	135	1069	0	0	860	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	224	0	566	0	0	0	135	1069	0	0	860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	0	566	0	0	0	135	1069	0	0	860	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	224	0	566	0	0	0	135	1069	0	0	860	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1800	0	1750	0	0	0	1750	3800	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.32	0.00	0.00	0.00	0.08	0.28	0.00	0.00	0.15	0.00
Crit Moves:			****					****				
Green Time:	28.2	0.0	28.2	0.0	0.0	0.0	24.6	37.8	0.0	0.0	13.2	0.0
Volume/Cap:	0.33	0.00	0.86	0.00	0.00	0.00	0.24	0.56	0.00	0.00	0.86	0.00
Uniform Del:	16.6	0.0	21.5	0.0	0.0	0.0	18.4	12.9	0.0	0.0	30.0	0.0
IncremntDel:	0.3	0.0	11.0	0.0	0.0	0.0	0.2	0.4	0.0	0.0	7.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	16.9	0.0	32.5	0.0	0.0	0.0	18.6	13.2	0.0	0.0	37.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	0.0	32.5	0.0	0.0	0.0	18.6	13.2	0.0	0.0	37.6	0.0
LOS by Move:	B	A	C-	A	A	A	B-	B	A	A	D+	A
HCM2kAvgQ:	4	0	16	0	0	0	3	9	0	0	10	0

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

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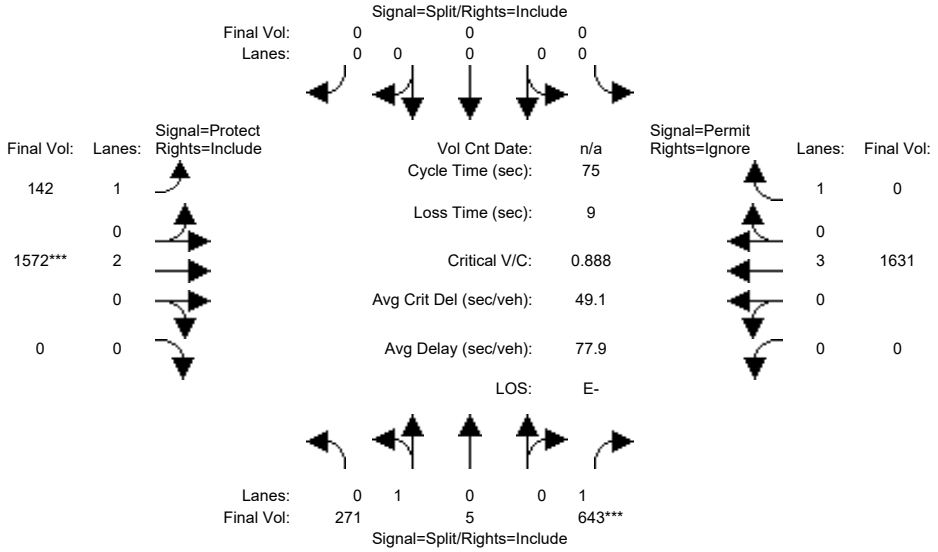
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #22: SR 85 NB Ramps & Fremont Ave



Street Name:	SR 85 NB Ramps						Fremont 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:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	5	643	0	0	0	142	1572	0	0	1631	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	5	643	0	0	0	142	1572	0	0	1631	436
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	5	643	0	0	0	142	1572	0	0	1631	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	271	5	643	0	0	0	142	1572	0	0	1631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	5	643	0	0	0	142	1572	0	0	1631	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	271	5	643	0	0	0	142	1572	0	0	1631	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.98	0.02	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1767	33	1750	0	0	0	1750	3800	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.37	0.00	0.00	0.00	0.08	0.41	0.00	0.00	0.29	0.00
Crit Moves:			****					****				
Green Time:	22.7	22.7	22.7	0.0	0.0	0.0	25.6	43.3	0.0	0.0	17.7	0.0
Volume/Cap:	0.51	0.51	1.21	0.00	0.00	0.00	0.24	0.72	0.00	0.00	1.21	0.00
Uniform Del:	21.5	21.5	26.1	0.0	0.0	0.0	17.7	11.4	0.0	0.0	28.7	0.0
IncremntDel:	0.8	0.8	112.3	0.0	0.0	0.0	0.2	1.2	0.0	0.0	103	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	22.3	22.3	138.4	0.0	0.0	0.0	17.9	12.6	0.0	0.0	132	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:	22.3	22.3	138.4	0.0	0.0	0.0	17.9	12.6	0.0	0.0	132	0.0
LOS by Move:	C+	C+	F	A	A	A	B	B	A	A	F	A
HCM2kAvgQ:	6	6	34	0	0	0	3	14	0	0	27	0

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

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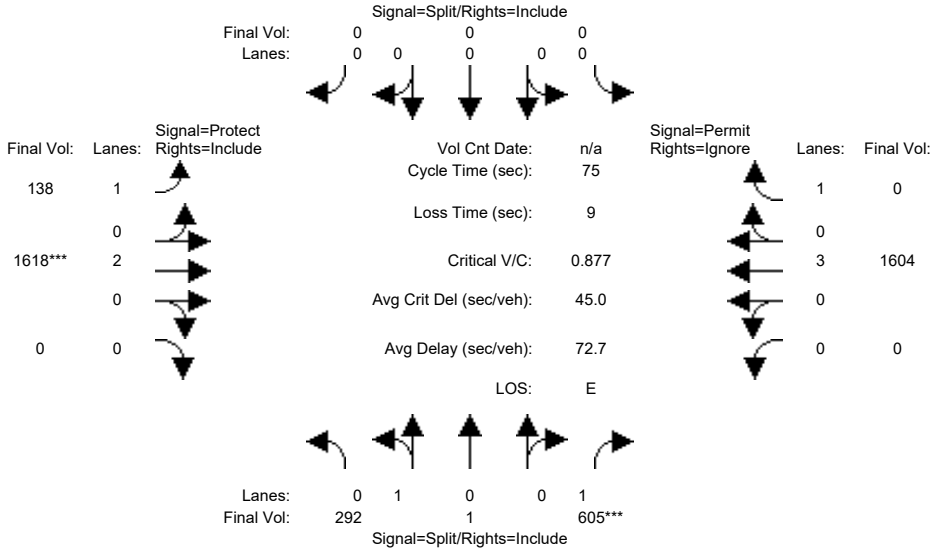
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #22: SR 85 NB Ramps & Fremont Ave



Street Name:	SR 85 NB Ramps						Fremont 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:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	1	605	0	0	0	138	1618	0	0	1604	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1	605	0	0	0	138	1618	0	0	1604	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1	605	0	0	0	138	1618	0	0	1604	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	292	1	605	0	0	0	138	1618	0	0	1604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1	605	0	0	0	138	1618	0	0	1604	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	292	1	605	0	0	0	138	1618	0	0	1604	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1794	6	1750	0	0	0	1750	3800	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.35	0.00	0.00	0.00	0.08	0.43	0.00	0.00	0.28	0.00
Crit Moves:			****					****				
Green Time:	21.7	21.7	21.7	0.0	0.0	0.0	26.7	44.3	0.0	0.0	17.6	0.0
Volume/Cap:	0.56	0.56	1.20	0.00	0.00	0.00	0.22	0.72	0.00	0.00	1.20	0.00
Uniform Del:	22.6	22.6	26.7	0.0	0.0	0.0	16.9	10.9	0.0	0.0	28.7	0.0
IncremntDel:	1.4	1.4	106.4	0.0	0.0	0.0	0.2	1.2	0.0	0.0	96.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	24.1	24.1	133.1	0.0	0.0	0.0	17.1	12.1	0.0	0.0	125	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:	24.1	24.1	133.1	0.0	0.0	0.0	17.1	12.1	0.0	0.0	125	0.0
LOS by Move:	C	C	F	A	A	A	B	B	A	A	F	A
HCM2kAvgQ:	7	7	32	0	0	0	2	14	0	0	26	0

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

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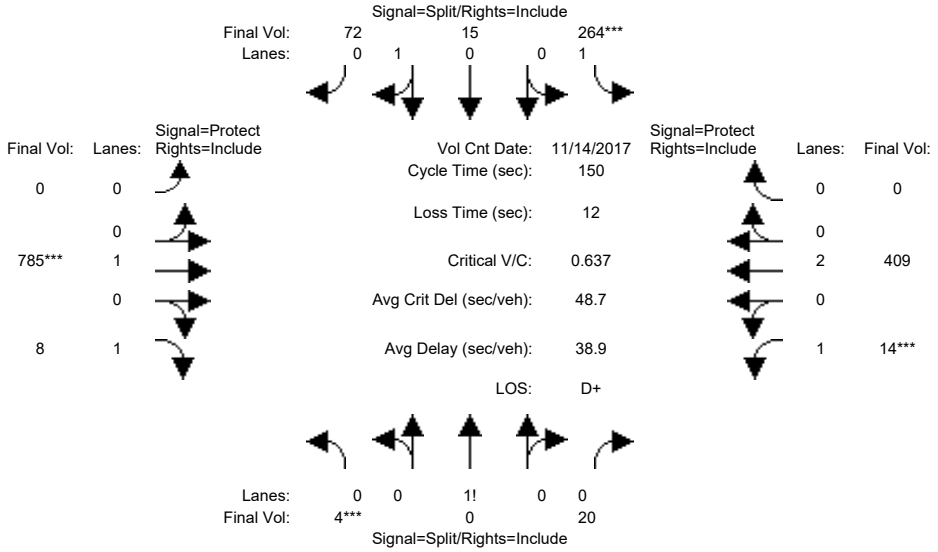
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #23: SR 85 SB Ramps & Homestead Rd



Street Name:	SR 85 SB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	4	0	20	264	15	72	0	785	8	14	409	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:	4	0	20	264	15	72	0	785	8	14	409	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:	4	0	20	264	15	72	0	785	8	14	409	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:	4	0	20	264	15	72	0	785	8	14	409	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	20	264	15	72	0	785	8	14	409	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:	4	0	20	264	15	72	0	785	8	14	409	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	0.00	0.83	1.00	0.17	0.83	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	292	0	1458	1750	310	1490	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.15	0.05	0.05	0.00	0.41	0.00	0.01	0.11	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	32.4	32.4	32.4	0.0	88.6	88.6	7.0	95.6	0.0
Volume/Cap:	0.21	0.00	0.21	0.70	0.22	0.22	0.00	0.70	0.01	0.17	0.17	0.00
Uniform Del:	66.2	0.0	66.2	54.3	48.5	48.5	0.0	21.4	12.6	68.7	11.0	0.0
IncremntDel:	0.9	0.0	0.9	5.7	0.3	0.3	0.0	2.0	0.0	1.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.96	1.96	1.00	1.00	0.00
Delay/Veh:	67.1	0.0	67.1	60.0	48.8	48.8	0.0	44.0	24.8	69.7	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	0.0	67.1	60.0	48.8	48.8	0.0	44.0	24.8	69.7	11.1	0.0
LOS by Move:	E	A	E	E	D	D	A	D	C	E	B+	A
HCM2kAvgQ:	1	0	1	13	3	3	0	33	0	1	4	0

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

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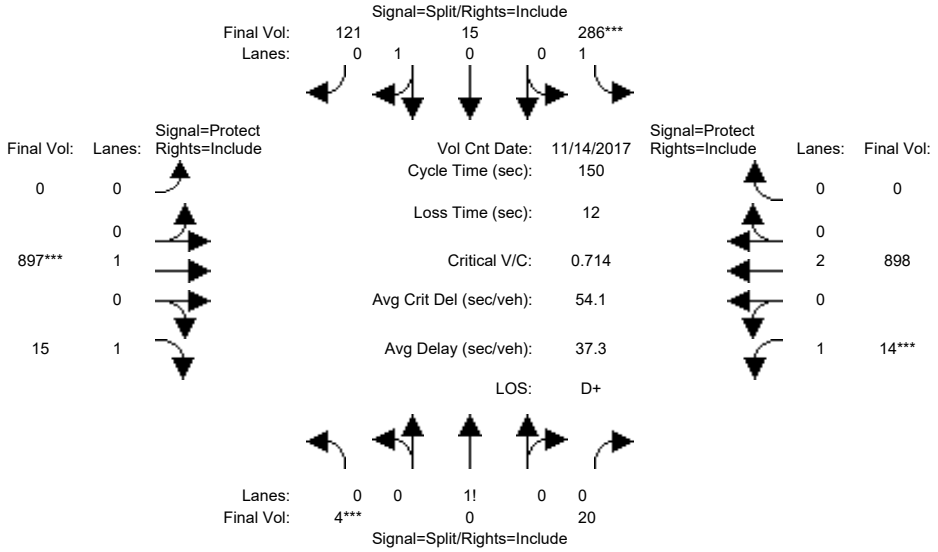
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #23: SR 85 SB Ramps & Homestead Rd



Street Name:	SR 85 SB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	4	0	20	286	15	121	0	897	15	14	898	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:	4	0	20	286	15	121	0	897	15	14	898	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:	4	0	20	286	15	121	0	897	15	14	898	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:	4	0	20	286	15	121	0	897	15	14	898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	20	286	15	121	0	897	15	14	898	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:	4	0	20	286	15	121	0	897	15	14	898	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	0.00	0.83	1.00	0.11	0.89	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	292	0	1458	1750	199	1601	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.16	0.08	0.08	0.00	0.47	0.01	0.01	0.24	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	31.1	31.1	31.1	0.0	89.9	89.9	7.0	96.9	0.0
Volume/Cap:	0.21	0.00	0.21	0.79	0.36	0.36	0.00	0.79	0.01	0.17	0.37	0.00
Uniform Del:	66.2	0.0	66.2	56.3	51.0	51.0	0.0	22.8	12.2	68.7	12.3	0.0
IncremntDel:	0.9	0.0	0.9	11.0	0.6	0.6	0.0	3.7	0.0	1.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00
Delay/Veh:	67.1	0.0	67.1	67.3	51.6	51.6	0.0	49.3	24.3	69.7	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	0.0	67.1	67.3	51.6	51.6	0.0	49.3	24.3	69.7	12.4	0.0
LOS by Move:	E	A	E	E	D-	D-	A	D	C	E	B	A
HCM2kAvgQ:	1	0	1	15	6	6	0	39	1	1	9	0

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

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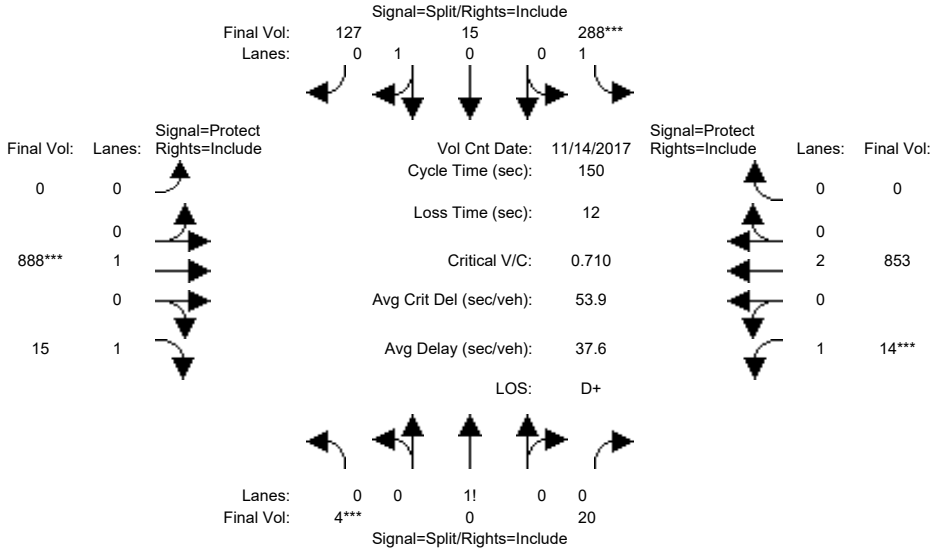
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #23: SR 85 SB Ramps & Homestead Rd



Street Name:	SR 85 SB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	4	0	20	288	15	127	0	888	15	14	853	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:	4	0	20	288	15	127	0	888	15	14	853	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:	4	0	20	288	15	127	0	888	15	14	853	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:	4	0	20	288	15	127	0	888	15	14	853	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	20	288	15	127	0	888	15	14	853	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:	4	0	20	288	15	127	0	888	15	14	853	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	0.00	0.83	1.00	0.11	0.89	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	292	0	1458	1750	190	1610	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.16	0.08	0.08	0.00	0.47	0.01	0.01	0.22	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	31.5	31.5	31.5	0.0	89.5	89.5	7.0	96.5	0.0
Volume/Cap:	0.21	0.00	0.21	0.78	0.38	0.38	0.00	0.78	0.01	0.17	0.35	0.00
Uniform Del:	66.2	0.0	66.2	56.0	50.8	50.8	0.0	22.9	12.3	68.7	12.3	0.0
IncremntDel:	0.9	0.0	0.9	10.5	0.6	0.6	0.0	3.6	0.0	1.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.99	1.99	1.00	1.00	0.00
Delay/Veh:	67.1	0.0	67.1	66.5	51.4	51.4	0.0	49.1	24.5	69.7	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	0.0	67.1	66.5	51.4	51.4	0.0	49.1	24.5	69.7	12.4	0.0
LOS by Move:	E	A	E	E	D-	D-	A	D	C	E	B	A
HCM2kAvgQ:	1	0	1	15	6	6	0	38	1	1	9	0

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

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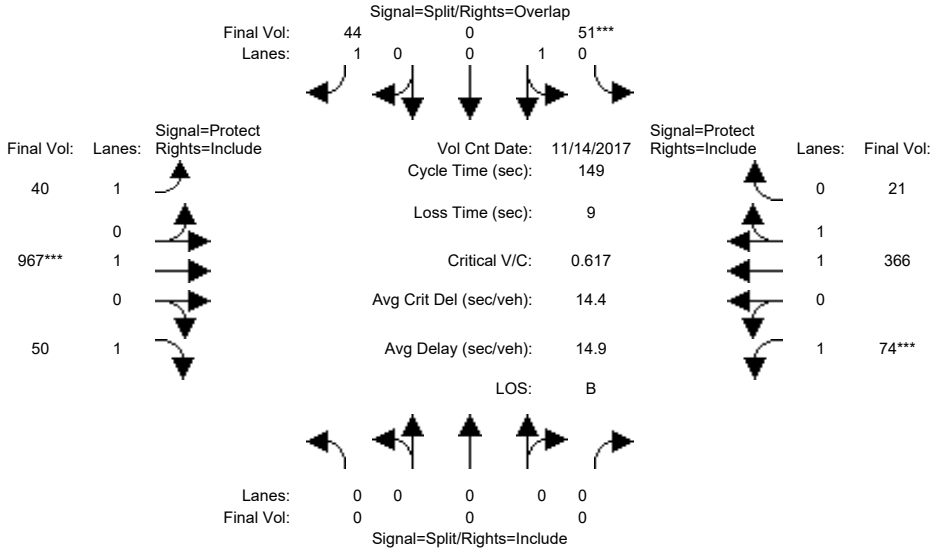
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #24: SR 85 NB Ramps & Homestead Rd



Street Name:	SR 85 NB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	0	0	0	51	0	44	40	967	50	74	366	21
Growth Adj:	1.00	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	51	0	44	40	967	50	74	366	21
Added Vol:	0	0	0	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	51	0	44	40	967	50	74	366	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	51	0	44	40	967	50	74	366	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	44	40	967	50	74	366	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	51	0	44	40	967	50	74	366	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11
Final Sat.:	0	0	0	1800	0	1750	1750	1900	1750	1750	3499	201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.02	0.51	0.03	0.04	0.10	0.10
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	0.0	50.3	40.3	120	120.0	10.0	89.7	89.7
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.07	0.08	0.63	0.04	0.63	0.17	0.17
Uniform Del:	0.0	0.0	0.0	66.7	0.0	33.5	40.6	5.7	2.9	67.7	13.2	13.2
IncremntDel:	0.0	0.0	0.0	2.4	0.0	0.1	0.1	0.9	0.0	10.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	69.1	0.0	33.6	40.7	6.6	2.9	78.4	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	69.1	0.0	33.6	40.7	6.6	2.9	78.4	13.2	13.2
LOS by Move:	A	A	A	E	A	C-	D	A	A	E-	B	B
HCM2kAvgQ:	0	0	0	3	0	1	1	17	0	4	4	4

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

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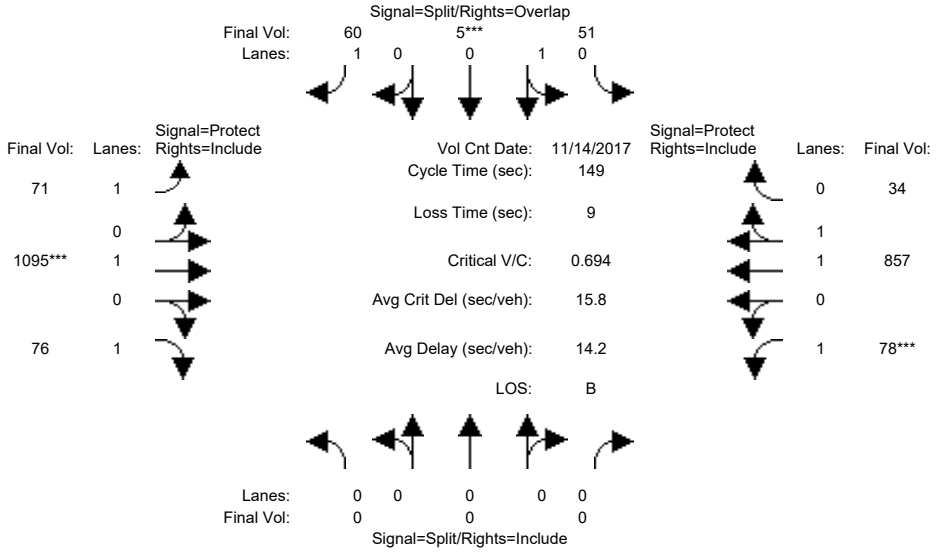
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #24: SR 85 NB Ramps & Homestead Rd



Street Name:	SR 85 NB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	0	0	0	51	5	60	71	1095	76	78	857	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:	0	0	0	51	5	60	71	1095	76	78	857	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:	0	0	0	51	5	60	71	1095	76	78	857	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:	0	0	0	51	5	60	71	1095	76	78	857	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	5	60	71	1095	76	78	857	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:	0	0	0	51	5	60	71	1095	76	78	857	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.91	0.09	1.00	1.00	1.00	1.00	1.00	1.92	0.08
Final Sat.:	0	0	0	1639	161	1750	1750	1900	1750	1750	3559	141
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.04	0.58	0.04	0.04	0.24	0.24
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	10.0	10.0	31.2	21.2	121	120.7	9.3	109	108.8
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.16	0.28	0.71	0.05	0.71	0.33	0.33
Uniform Del:	0.0	0.0	0.0	66.9	66.9	48.2	57.1	6.4	2.8	68.5	7.2	7.2
IncremntDel:	0.0	0.0	0.0	2.8	2.8	0.2	0.6	1.6	0.0	19.6	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	69.7	69.7	48.4	57.7	7.9	2.8	88.1	7.2	7.2
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	69.7	69.7	48.4	57.7	7.9	2.8	88.1	7.2	7.2
LOS by Move:	A	A	A	E	E	D	E+	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	2	3	22	1	4	7	7

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

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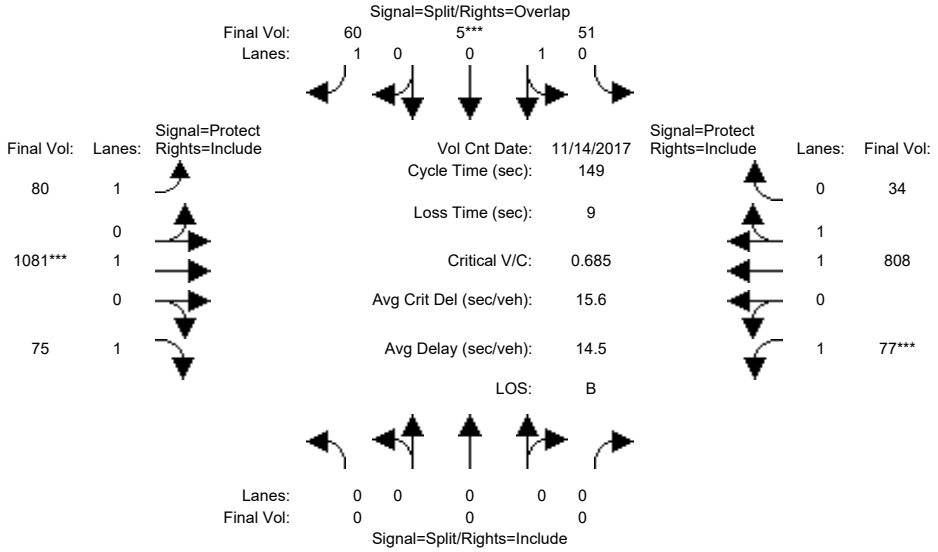
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #24: SR 85 NB Ramps & Homestead Rd



Street Name:	SR 85 NB Ramps						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	0	0	0	51	5	60	80	1081	75	77	808	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:	0	0	0	51	5	60	80	1081	75	77	808	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:	0	0	0	51	5	60	80	1081	75	77	808	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:	0	0	0	51	5	60	80	1081	75	77	808	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	5	60	80	1081	75	77	808	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:	0	0	0	51	5	60	80	1081	75	77	808	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.91	0.09	1.00	1.00	1.00	1.00	1.00	1.92	0.08
Final Sat.:	0	0	0	1639	161	1750	1750	1900	1750	1750	3550	149
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.05	0.57	0.04	0.04	0.23	0.23
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	10.0	10.0	32.2	22.2	121	120.7	9.3	108	107.8
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.16	0.31	0.70	0.05	0.70	0.31	0.31
Uniform Del:	0.0	0.0	0.0	66.9	66.9	47.4	56.5	6.2	2.8	68.5	7.4	7.4
IncremntDel:	0.0	0.0	0.0	2.8	2.8	0.2	0.7	1.5	0.0	18.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	69.7	69.7	47.6	57.2	7.7	2.8	87.0	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	69.7	69.7	47.6	57.2	7.7	2.8	87.0	7.5	7.5
LOS by Move:	A	A	A	E	E	D	E+	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	2	3	21	1	4	7	7

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

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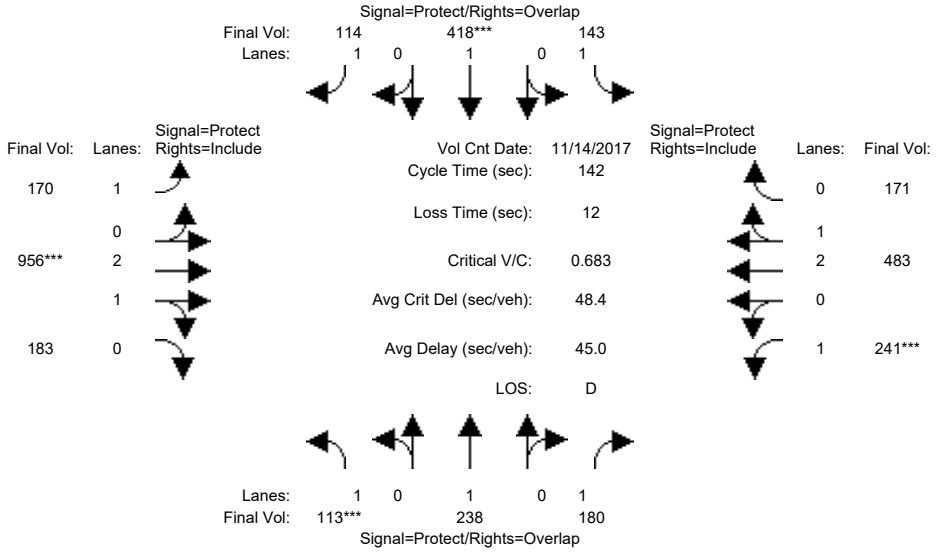
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #25: Hollenbeck Ave & Fremont Ave



Street Name:	Hollenbeck Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	113	238	180	143	418	114	170	956	183	241	483	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:	113	238	180	143	418	114	170	956	183	241	483	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:	113	238	180	143	418	114	170	956	183	241	483	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:	113	238	180	143	418	114	170	956	183	241	483	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	238	180	143	418	114	170	956	183	241	483	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:	113	238	180	143	418	114	170	956	183	241	483	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.50	0.50	1.00	2.19	0.81
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4699	900	1750	4134	1464
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.10	0.08	0.22	0.07	0.10	0.20	0.20	0.14	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	13.4	35.8	64.4	23.3	45.7	77.9	32.2	42.3	42.3	28.6	38.7	38.7
Volume/Cap:	0.68	0.50	0.23	0.50	0.68	0.12	0.43	0.68	0.68	0.68	0.43	0.43
Uniform Del:	62.2	45.4	23.6	54.0	41.9	15.5	47.0	44.0	44.0	52.5	42.5	42.5
IncremntDel:	11.2	0.8	0.1	1.4	3.2	0.1	0.7	1.2	1.2	5.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.4	46.2	23.8	55.3	45.1	15.5	47.8	45.2	45.2	58.0	42.7	42.7
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:	73.4	46.2	23.8	55.3	45.1	15.5	47.8	45.2	45.2	58.0	42.7	42.7
LOS by Move:	E	D	C	E+	D	B	D	D	D	E+	D	D
HCM2kAvgQ:	6	9	5	7	16	2	7	14	14	10	8	8

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

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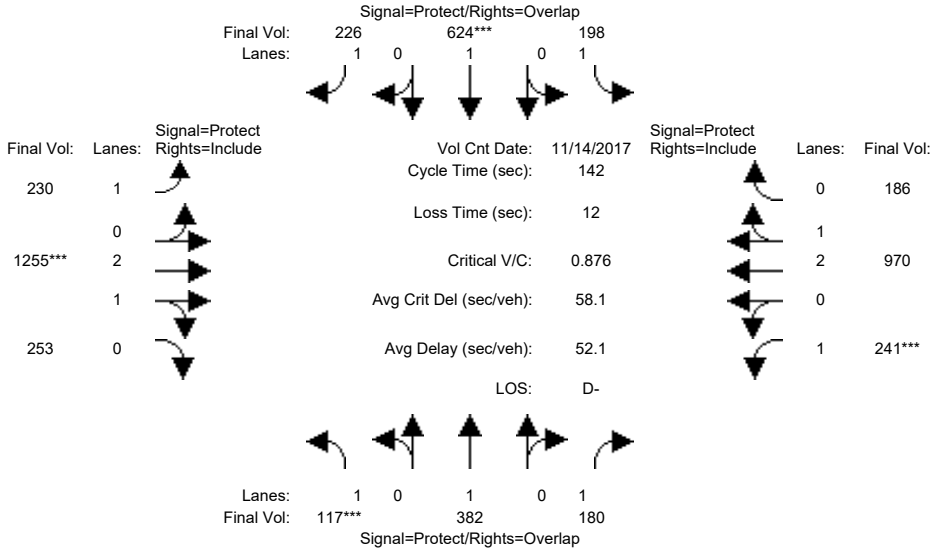
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #25: Hollenbeck Ave & Fremont Ave



Street Name:	Hollenbeck Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	117	382	180	198	624	226	230	1255	253	241	970	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	382	180	198	624	226	230	1255	253	241	970	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	382	180	198	624	226	230	1255	253	241	970	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	382	180	198	624	226	230	1255	253	241	970	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	382	180	198	624	226	230	1255	253	241	970	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	382	180	198	624	226	230	1255	253	241	970	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.48	0.52	1.00	2.50	0.50
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4659	939	1750	4698	901
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.10	0.11	0.33	0.13	0.13	0.27	0.27	0.14	0.21	0.21
Crit Moves:	****				****			****		****		
Green Time:	10.8	41.0	63.3	23.1	53.2	78.9	25.7	43.6	43.6	22.3	40.3	40.3
Volume/Cap:	0.88	0.70	0.23	0.70	0.88	0.23	0.73	0.88	0.88	0.88	0.73	0.73
Uniform Del:	64.9	45.0	24.3	56.2	41.3	16.1	54.9	46.6	46.6	58.5	45.9	45.9
IncremntDel:	43.2	3.9	0.2	7.4	11.9	0.1	8.2	5.4	5.4	25.5	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	108.1	48.9	24.5	63.5	53.2	16.2	63.1	52.0	52.0	84.0	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.1	48.9	24.5	63.5	53.2	16.2	63.1	52.0	52.0	84.0	47.6	47.6
LOS by Move:	F	D	C	E	D-	B	E	D-	D-	F	D	D
HCM2kAvgQ:	8	16	5	10	28	5	10	22	22	11	15	15

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

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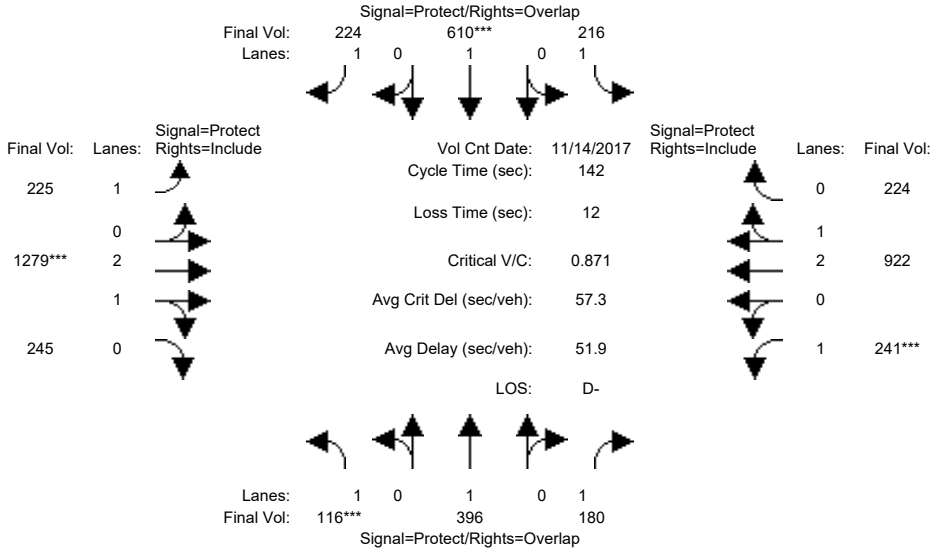
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #25: Hollenbeck Ave & Fremont Ave



Street Name:	Hollenbeck Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	116	396	180	216	610	224	225	1279	245	241	922	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	396	180	216	610	224	225	1279	245	241	922	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	396	180	216	610	224	225	1279	245	241	922	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	396	180	216	610	224	225	1279	245	241	922	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	396	180	216	610	224	225	1279	245	241	922	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	396	180	216	610	224	225	1279	245	241	922	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.50	0.50	1.00	2.39	0.61
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4699	900	1750	4504	1094
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.10	0.12	0.32	0.13	0.13	0.27	0.27	0.14	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	10.8	39.7	62.1	23.5	52.4	78.1	25.8	44.4	44.4	22.5	41.1	41.1
Volume/Cap:	0.87	0.75	0.24	0.75	0.87	0.23	0.71	0.87	0.87	0.87	0.71	0.71
Uniform Del:	64.9	46.6	25.0	56.4	41.7	16.5	54.6	46.1	46.1	58.4	45.1	45.1
IncremntDel:	42.0	5.7	0.2	10.1	11.5	0.1	7.2	5.1	5.1	24.5	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	106.9	52.3	25.2	66.6	53.2	16.6	61.8	51.2	51.2	82.8	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.9	52.3	25.2	66.6	53.2	16.6	61.8	51.2	51.2	82.8	46.6	46.6
LOS by Move:	F	D-	C	E	D-	B	E	D-	D-	F	D	D
HCM2kAvgQ:	8	17	5	11	27	5	10	22	22	11	14	14

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

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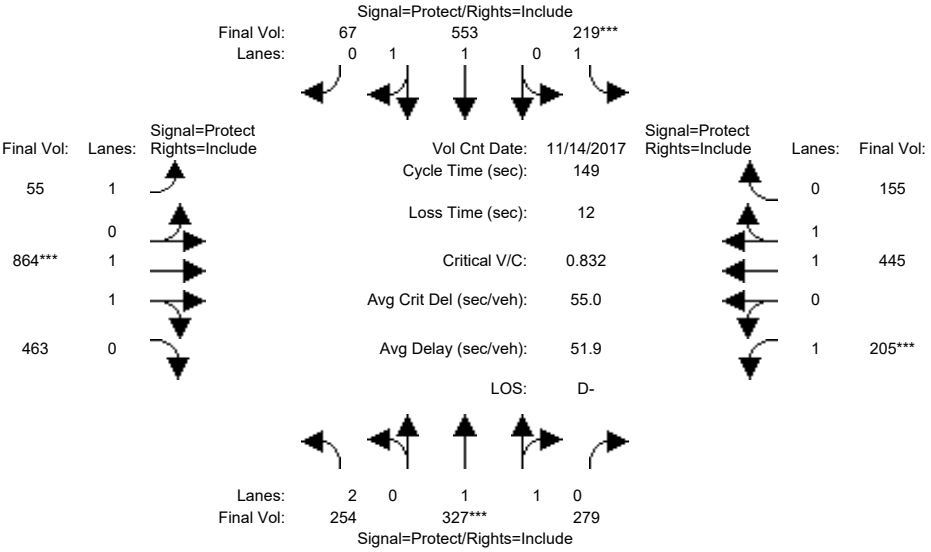
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #26: Hollenbeck Ave & Homestead Rd



Street Name:	Hollenbeck Ave						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	254	327	279	219	553	67	55	864	463	205	445	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	327	279	219	553	67	55	864	463	205	445	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	327	279	219	553	67	55	864	463	205	445	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	327	279	219	553	67	55	864	463	205	445	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	327	279	219	553	67	55	864	463	205	445	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	327	279	219	553	67	55	864	463	205	445	155
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	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.05	0.95	1.00	1.78	0.22	1.00	1.28	0.72	1.00	1.47	0.53
Final Sat.:	3150	1995	1702	1750	3300	400	1750	2408	1290	1750	2743	956
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.13	0.17	0.17	0.03	0.36	0.36	0.12	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	16.8	29.4	29.4	22.4	34.9	34.9	19.1	64.3	64.3	21.0	66.1	66.1
Volume/Cap:	0.71	0.83	0.83	0.83	0.71	0.71	0.24	0.83	0.83	0.83	0.37	0.37
Uniform Del:	63.8	57.5	57.5	61.5	52.4	52.4	58.4	37.6	37.6	62.3	27.5	27.5
IncremntDel:	6.7	8.1	8.1	19.6	2.8	2.8	0.6	3.9	3.9	20.8	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.5	65.5	65.5	81.1	55.3	55.3	59.0	41.5	41.5	83.0	27.7	27.7
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:	70.5	65.5	65.5	81.1	55.3	55.3	59.0	41.5	41.5	83.0	27.7	27.7
LOS by Move:	E	E	E	F	E+	E+	E+	D	D	F	C	C
HCM2kAvgQ:	8	16	16	13	14	14	2	28	28	10	9	9

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

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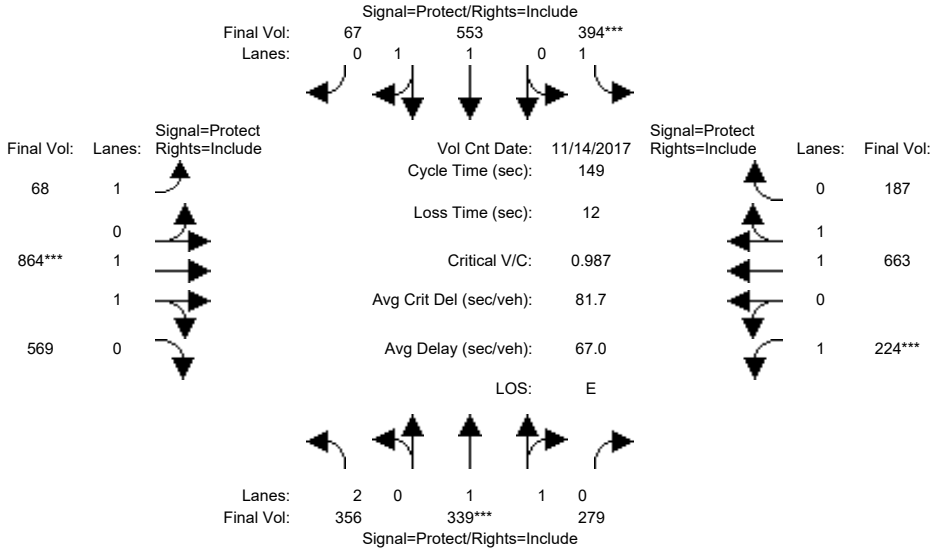
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #26: Hollenbeck Ave & Homestead Rd



Street Name:	Hollenbeck Ave						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	356	339	279	394	553	67	68	864	569	224	663	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	339	279	394	553	67	68	864	569	224	663	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	339	279	394	553	67	68	864	569	224	663	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	339	279	394	553	67	68	864	569	224	663	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	339	279	394	553	67	68	864	569	224	663	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	339	279	394	553	67	68	864	569	224	663	187
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	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.07	0.93	1.00	1.78	0.22	1.00	1.18	0.82	1.00	1.55	0.45
Final Sat.:	3150	2028	1669	1750	3300	400	1750	2230	1468	1750	2885	814
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.23	0.17	0.17	0.04	0.39	0.39	0.13	0.23	0.23
Crit Moves:		****		****				****		****		
Green Time:	23.8	25.2	25.2	34.0	35.4	35.4	13.2	58.5	58.5	19.3	64.6	64.6
Volume/Cap:	0.71	0.99	0.99	0.99	0.71	0.71	0.44	0.99	0.99	0.99	0.53	0.53
Uniform Del:	59.3	61.7	61.7	57.3	52.1	52.1	64.4	44.9	44.9	64.7	31.0	31.0
IncremntDel:	4.6	32.6	32.6	41.5	2.7	2.7	2.0	20.5	20.5	56.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.8	94.4	94.4	98.8	54.7	54.7	66.4	65.4	65.4	120.7	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	94.4	94.4	98.8	54.7	54.7	66.4	65.4	65.4	120.7	31.4	31.4
LOS by Move:	E	F	F	F	D-	D-	E	E	E	F	C	C
HCM2kAvgQ:	10	19	19	25	14	14	3	37	37	12	14	14

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

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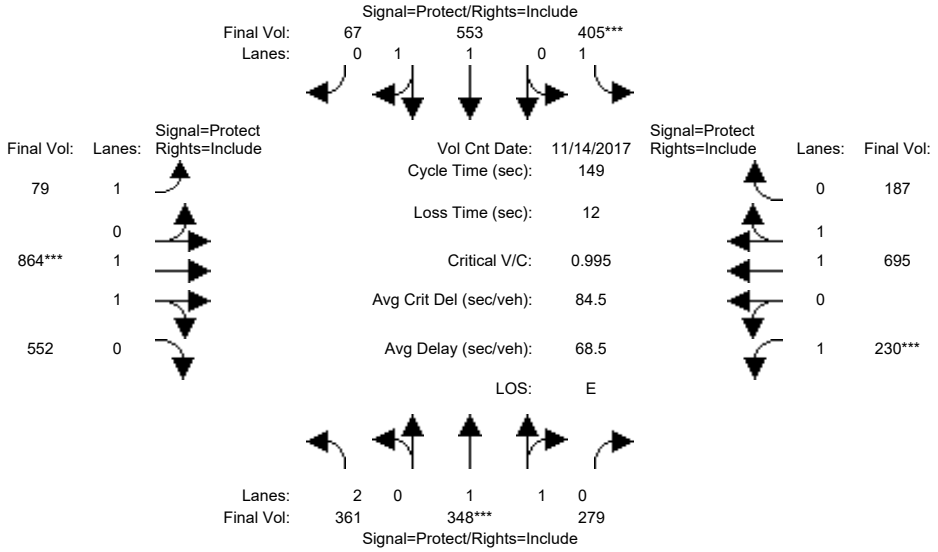
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #26: Hollenbeck Ave & Homestead Rd



Street Name:	Hollenbeck Ave						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	361	348	279	405	553	67	79	864	552	230	695	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	348	279	405	553	67	79	864	552	230	695	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	348	279	405	553	67	79	864	552	230	695	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	348	279	405	553	67	79	864	552	230	695	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	348	279	405	553	67	79	864	552	230	695	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	348	279	405	553	67	79	864	552	230	695	187
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	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.09	0.91	1.00	1.78	0.22	1.00	1.20	0.80	1.00	1.56	0.44
Final Sat.:	3150	2052	1645	1750	3300	400	1750	2257	1442	1750	2915	784
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.23	0.17	0.17	0.05	0.38	0.38	0.13	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	24.4	25.4	25.4	34.6	35.6	35.6	12.7	57.3	57.3	19.7	64.3	64.3
Volume/Cap:	0.70	1.00	1.00	1.00	0.70	0.70	0.53	1.00	1.00	1.00	0.55	0.55
Uniform Del:	58.9	61.8	61.8	57.1	51.8	51.8	65.3	45.7	45.7	64.6	31.6	31.6
IncremntDel:	4.3	34.6	34.6	43.4	2.5	2.5	3.6	22.7	22.7	57.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	96.4	96.4	100.5	54.3	54.3	68.9	68.4	68.4	122.5	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	96.4	96.4	100.5	54.3	54.3	68.9	68.4	68.4	122.5	32.0	32.0
LOS by Move:	E	F	F	F	D-	D-	E	E	E	F	C-	C-
HCM2kAvgQ:	11	20	20	25	14	14	4	38	38	12	14	14

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

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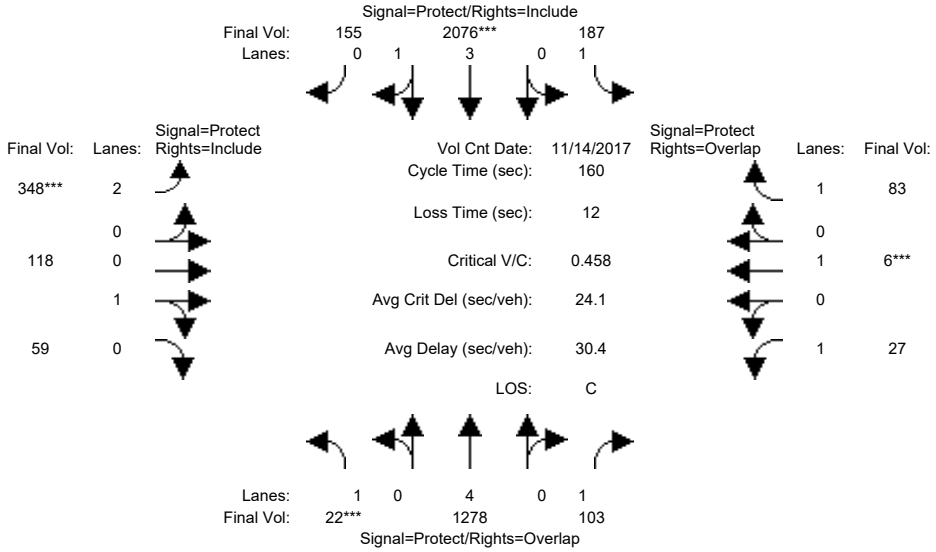
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #27: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	22	1278	103	187	2076	155	348	118	59	27	6	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1278	103	187	2076	155	348	118	59	27	6	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1278	103	187	2076	155	348	118	59	27	6	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1278	103	187	2076	155	348	118	59	27	6	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1278	103	187	2076	155	348	118	59	27	6	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1278	103	187	2076	155	348	118	59	27	6	83
Saturation 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	3.71	0.29	2.00	0.67	0.33	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6978	521	3150	1200	600	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.06	0.11	0.30	0.30	0.11	0.10	0.10	0.02	0.00	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	62.7	76.7	39.8	95.5	95.5	35.5	31.5	31.5	14.0	10.0	49.8
Volume/Cap:	0.29	0.43	0.12	0.43	0.50	0.50	0.50	0.50	0.50	0.18	0.05	0.15
Uniform Del:	74.1	35.6	23.0	50.5	18.5	18.5	54.5	57.3	57.3	67.7	70.5	39.8
IncremntDel:	2.1	0.1	0.1	0.7	0.1	0.1	0.6	1.1	1.1	0.6	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.2	35.7	23.1	51.2	18.6	18.6	55.0	58.4	58.4	68.2	70.7	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	35.7	23.1	51.2	18.6	18.6	55.0	58.4	58.4	68.2	70.7	39.9
LOS by Move:	E-	D+	C	D-	B-	B-	E+	E+	E+	E	E	D
HCM2kAvgQ:	1	11	3	8	15	15	9	8	8	1	0	3

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

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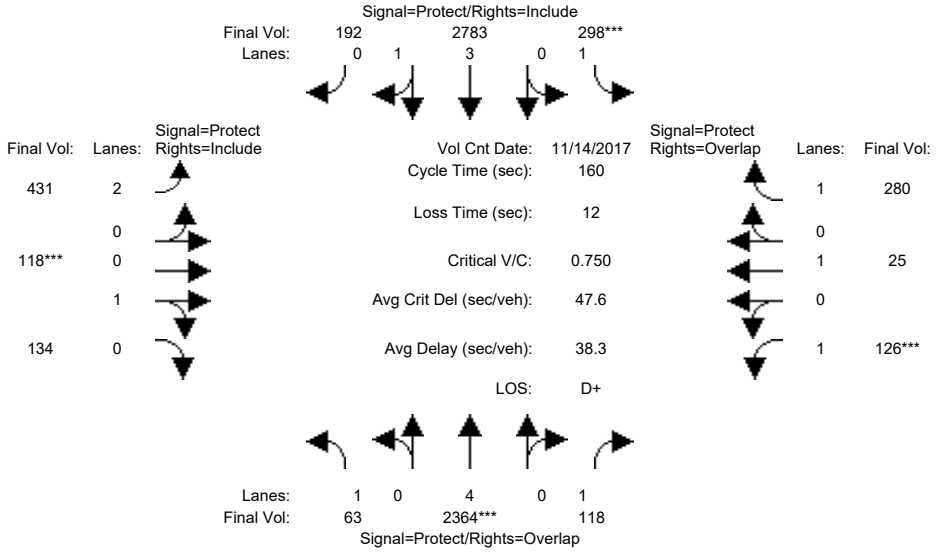
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #27: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	63	2364	118	298	2783	192	431	118	134	126	25	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2364	118	298	2783	192	431	118	134	126	25	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2364	118	298	2783	192	431	118	134	126	25	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2364	118	298	2783	192	431	118	134	126	25	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2364	118	298	2783	192	431	118	134	126	25	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	2364	118	298	2783	192	431	118	134	126	25	280
Saturation 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	3.73	0.27	2.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7015	484	3150	843	957	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.07	0.17	0.40	0.40	0.14	0.14	0.14	0.07	0.01	0.16
Crit Moves:		****		****				****		****		
Green Time:	10.2	66.4	81.8	36.3	92.5	92.5	31.1	29.9	29.9	15.4	14.2	50.5
Volume/Cap:	0.56	0.75	0.13	0.75	0.69	0.69	0.70	0.75	0.75	0.75	0.15	0.51
Uniform Del:	72.7	39.7	20.5	57.6	23.6	23.6	60.2	61.5	61.5	70.4	67.3	44.6
IncremntDel:	6.5	1.0	0.1	7.7	0.5	0.5	3.7	9.0	9.0	17.0	0.4	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.3	40.8	20.6	65.3	24.0	24.0	63.9	70.6	70.6	87.4	67.7	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	40.8	20.6	65.3	24.0	24.0	63.9	70.6	70.6	87.4	67.7	45.3
LOS by Move:	E-	D	C+	E	C	C	E	E	E	F	E	D
HCM2kAvgQ:	3	24	3	16	25	25	13	14	14	8	1	12

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

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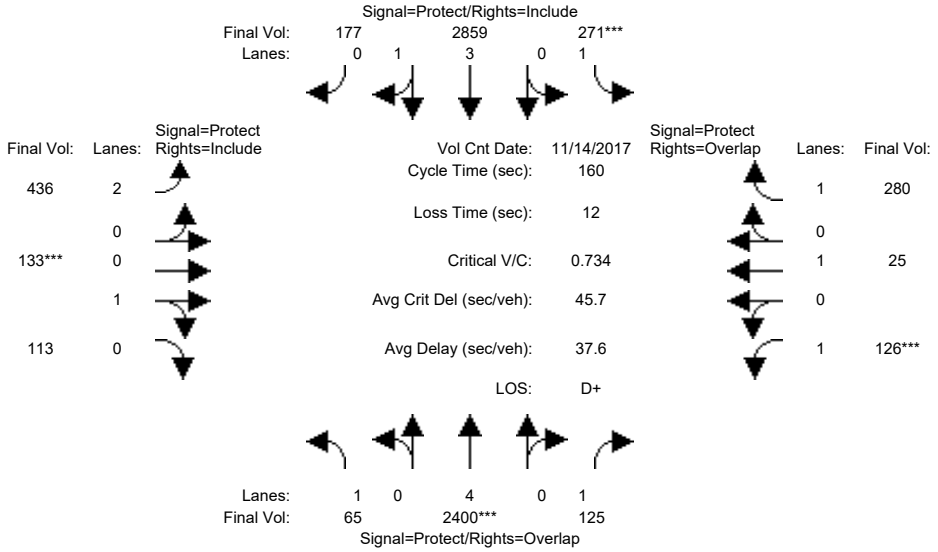
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #27: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	65	2400	125	271	2859	177	436	133	113	126	25	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2400	125	271	2859	177	436	133	113	126	25	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	2400	125	271	2859	177	436	133	113	126	25	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	2400	125	271	2859	177	436	133	113	126	25	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2400	125	271	2859	177	436	133	113	126	25	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	2400	125	271	2859	177	436	133	113	126	25	280
Saturation 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	3.76	0.24	2.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7062	437	3150	973	827	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.07	0.15	0.40	0.40	0.14	0.14	0.14	0.07	0.01	0.16
Crit Moves:		****		****				****		****		
Green Time:	10.0	68.8	84.5	33.7	92.5	92.5	31.3	29.8	29.8	15.7	14.1	47.9
Volume/Cap:	0.59	0.73	0.14	0.73	0.70	0.70	0.71	0.73	0.73	0.73	0.15	0.53
Uniform Del:	73.0	38.0	19.2	58.9	23.9	23.9	60.1	61.4	61.4	70.1	67.4	46.8
IncremntDel:	8.5	0.9	0.1	7.5	0.5	0.5	3.8	8.2	8.2	15.1	0.4	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.6	38.9	19.3	66.4	24.4	24.4	63.8	69.6	69.6	85.3	67.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	38.9	19.3	66.4	24.4	24.4	63.8	69.6	69.6	85.3	67.8	47.8
LOS by Move:	F	D+	B-	E	C	C	E	E	E	F	E	D
HCM2kAvgQ:	3	24	3	15	26	26	13	13	13	8	1	12

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

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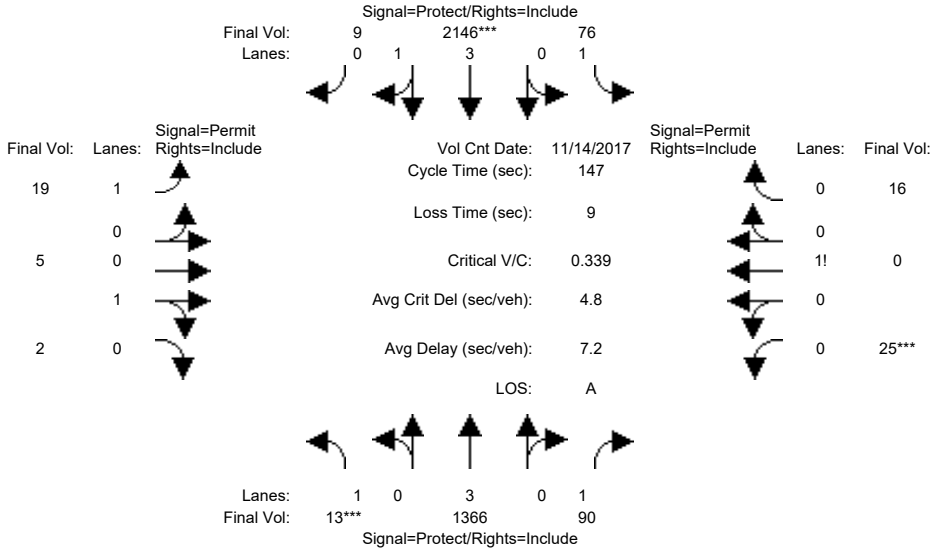
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #28: 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: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	13	1366	90	76	2146	9	19	5	2	25	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1366	90	76	2146	9	19	5	2	25	0	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:	13	1366	90	76	2146	9	19	5	2	25	0	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:	13	1366	90	76	2146	9	19	5	2	25	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1366	90	76	2146	9	19	5	2	25	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1366	90	76	2146	9	19	5	2	25	0	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.98	0.02	1.00	0.71	0.29	0.61	0.00	0.39
Final Sat.:	1750	5700	1750	1750	7469	31	1750	1286	514	1067	0	683
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.05	0.04	0.29	0.29	0.01	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	7.0	107	106.8	21.2	121	121.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.16	0.33	0.07	0.30	0.35	0.35	0.16	0.06	0.06	0.34	0.00	0.34
Uniform Del:	67.2	7.2	5.8	56.3	3.2	3.2	64.5	64.1	64.1	65.4	0.0	65.4
IncremntDel:	0.9	0.0	0.0	0.7	0.0	0.0	0.6	0.2	0.2	1.7	0.0	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	68.0	7.3	5.8	56.9	3.3	3.3	65.2	64.3	64.3	67.1	0.0	67.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	7.3	5.8	56.9	3.3	3.3	65.2	64.3	64.3	67.1	0.0	67.1
LOS by Move:	E	A	A	E+	A	A	E	E	E	E	A	E
HCM2kAvgQ:	1	7	1	3	6	6	1	0	0	2	0	2

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

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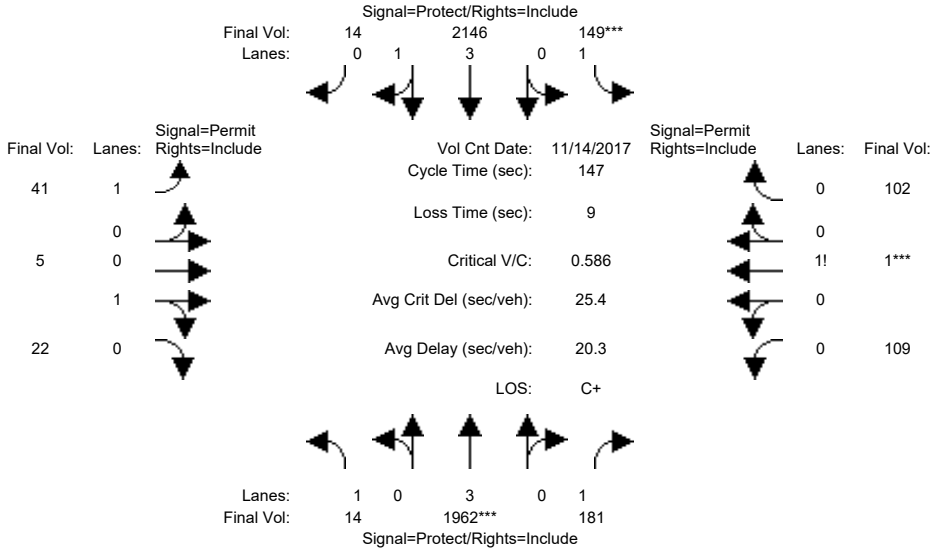
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #28: 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: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	14	1962	181	149	2146	14	41	5	22	109	1	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1962	181	149	2146	14	41	5	22	109	1	102
Added Vol:	0	0	0	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	1962	181	149	2146	14	41	5	22	109	1	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1962	181	149	2146	14	41	5	22	109	1	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1962	181	149	2146	14	41	5	22	109	1	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1962	181	149	2146	14	41	5	22	109	1	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.97	0.03	1.00	0.19	0.81	0.51	0.01	0.48
Final Sat.:	1750	5700	1750	1750	7451	49	1750	333	1467	900	8	842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.10	0.09	0.29	0.29	0.02	0.02	0.02	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	15.3	86.3	86.3	21.3	92.4	92.4	30.4	30.4	30.4	30.4	30.4	30.4
Volume/Cap:	0.08	0.59	0.18	0.59	0.46	0.46	0.11	0.07	0.07	0.59	0.59	0.59
Uniform Del:	59.5	19.1	14.0	58.7	14.3	14.3	47.4	47.0	47.0	52.6	52.6	52.6
IncremntDel:	0.2	0.3	0.1	3.5	0.1	0.1	0.1	0.1	0.1	2.5	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.7	19.4	14.1	62.2	14.3	14.3	47.5	47.1	47.1	55.1	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	19.4	14.1	62.2	14.3	14.3	47.5	47.1	47.1	55.1	55.1	55.1
LOS by Move:	E+	B-	B	E	B	B	D	D	D	E+	E+	E+
HCM2kAvgQ:	1	18	4	7	12	12	2	1	1	10	10	10

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

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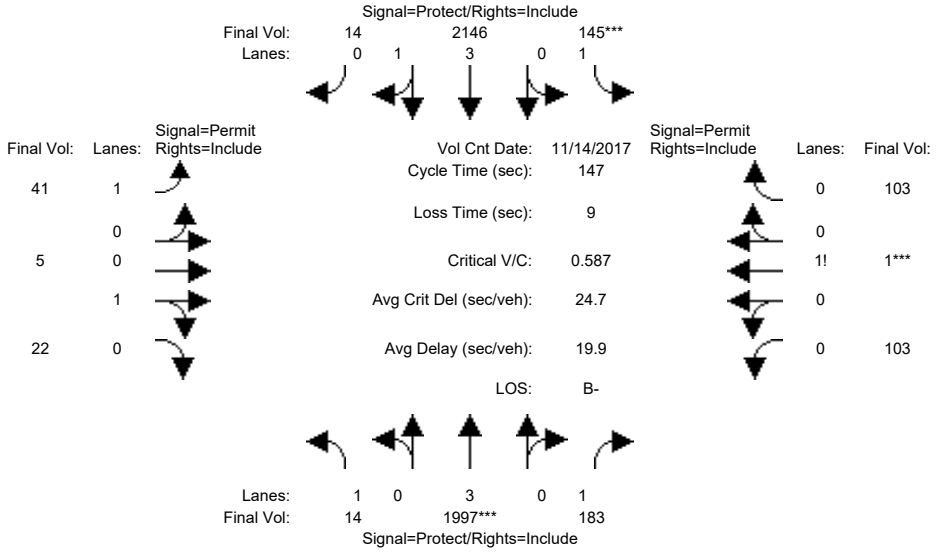
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #28: 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: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	14	1997	183	145	2146	14	41	5	22	103	1	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1997	183	145	2146	14	41	5	22	103	1	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1997	183	145	2146	14	41	5	22	103	1	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1997	183	145	2146	14	41	5	22	103	1	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1997	183	145	2146	14	41	5	22	103	1	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1997	183	145	2146	14	41	5	22	103	1	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.97	0.03	1.00	0.19	0.81	0.50	0.01	0.49
Final Sat.:	1750	5700	1750	1750	7451	49	1750	333	1467	871	8	871
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.10	0.08	0.29	0.29	0.02	0.02	0.02	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	15.4	87.7	87.7	20.7	93.0	93.0	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.08	0.59	0.18	0.59	0.46	0.46	0.12	0.07	0.07	0.59	0.59	0.59
Uniform Del:	59.4	18.4	13.4	59.1	13.9	13.9	48.0	47.6	47.6	53.2	53.2	53.2
IncremntDel:	0.2	0.3	0.1	3.7	0.1	0.1	0.1	0.1	0.1	2.6	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.6	18.7	13.5	62.8	14.0	14.0	48.2	47.7	47.7	55.8	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	18.7	13.5	62.8	14.0	14.0	48.2	47.7	47.7	55.8	55.8	55.8
LOS by Move:	E+	B-	B	E	B	B	D	D	D	E+	E+	E+
HCM2kAvgQ:	1	18	4	6	12	12	2	1	1	10	10	10

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

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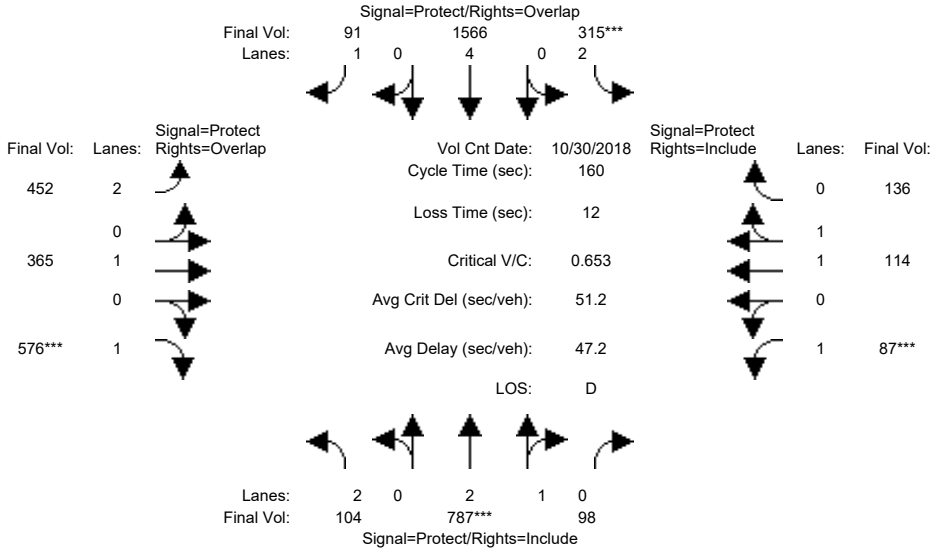
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #29: 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: >> Count Date: 30 Oct 2018 << 4:30 PM - 5:30 PM												
Base Vol:	104	787	98	315	1566	91	452	365	576	87	114	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	787	98	315	1566	91	452	365	576	87	114	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	787	98	315	1566	91	452	365	576	87	114	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	787	98	315	1566	91	452	365	576	87	114	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	787	98	315	1566	91	452	365	576	87	114	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	787	98	315	1566	91	452	365	576	87	114	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4979	620	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.10	0.21	0.05	0.14	0.19	0.33	0.05	0.06	0.08
Crit Moves:		****		****					****	****		
Green Time:	11.1	38.7	38.7	24.5	52.2	105.4	53.3	69.9	81.0	12.2	28.9	28.9
Volume/Cap:	0.48	0.65	0.65	0.65	0.63	0.08	0.43	0.44	0.65	0.65	0.33	0.43
Uniform Del:	71.7	54.6	54.6	63.7	45.8	9.8	41.6	31.4	29.1	71.9	57.2	58.3
IncremntDel:	1.6	1.2	1.2	3.2	0.5	0.0	0.3	0.4	1.7	11.0	0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.3	55.7	55.7	66.9	46.3	9.8	41.8	31.7	30.8	82.9	57.4	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	55.7	55.7	66.9	46.3	9.8	41.8	31.7	30.8	82.9	57.4	58.8
LOS by Move:	E	E+	E+	E	D	A	D	C	C	F	E+	E+
HCM2kAvgQ:	3	13	13	9	16	2	10	12	22	6	5	7

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

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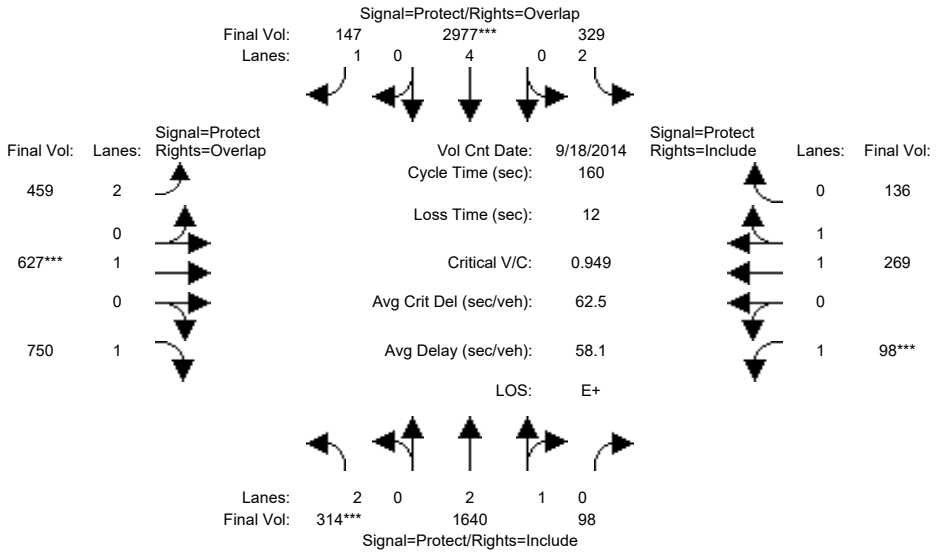
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #29: 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: >> Count Date: 18 Sep 2014 << 5:00 PM - 6:00 PM												
Base Vol:	314	1640	98	329	2977	147	459	627	750	98	269	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	1640	98	329	2977	147	459	627	750	98	269	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	1640	98	329	2977	147	459	627	750	98	269	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	1640	98	329	2977	147	459	627	750	98	269	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1640	98	329	2977	147	459	627	750	98	269	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	1640	98	329	2977	147	459	627	750	98	269	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.82	0.18	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.31	0.69
Final Sat.:	3150	5284	316	3150	7600	1750	3150	1900	1750	1750	2457	1242
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.10	0.39	0.08	0.15	0.33	0.43	0.06	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	16.8	62.0	62.0	20.9	66.1	103.2	37.2	55.7	72.5	9.4	27.9	27.9
Volume/Cap:	0.95	0.80	0.80	0.80	0.95	0.13	0.63	0.95	0.95	0.95	0.63	0.63
Uniform Del:	71.2	43.5	43.5	67.5	45.3	11.0	55.2	50.8	41.9	75.0	61.2	61.2
IncremntDel:	36.0	2.2	2.2	10.7	7.4	0.1	1.7	23.1	20.0	71.8	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.2	45.7	45.7	78.3	52.7	11.0	56.9	73.8	61.9	146.9	63.2	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.2	45.7	45.7	78.3	52.7	11.0	56.9	73.8	61.9	146.9	63.2	63.2
LOS by Move:	F	D	D	E-	D-	B+	E+	E	E	F	E	E
HCM2kAvgQ:	11	26	26	10	38	3	13	34	42	8	10	10

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

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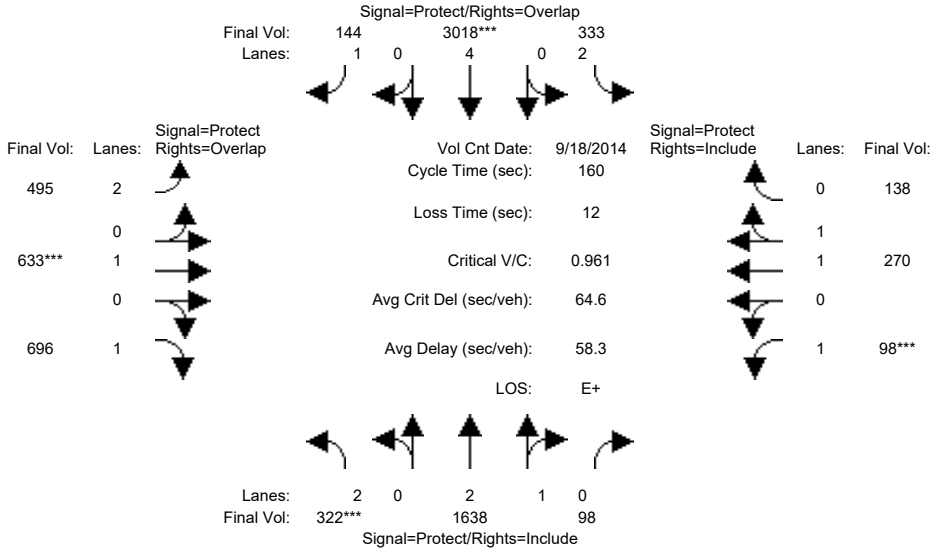
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #29: 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: >> Count Date: 18 Sep 2014 << 5:00 PM - 6:00 PM												
Base Vol:	322	1638	98	333	3018	144	495	633	696	98	270	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1638	98	333	3018	144	495	633	696	98	270	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	1638	98	333	3018	144	495	633	696	98	270	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	1638	98	333	3018	144	495	633	696	98	270	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	1638	98	333	3018	144	495	633	696	98	270	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	1638	98	333	3018	144	495	633	696	98	270	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.82	0.18	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.31	0.69
Final Sat.:	3150	5283	316	3150	7600	1750	3150	1900	1750	1750	2448	1251
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.11	0.40	0.08	0.16	0.33	0.40	0.06	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	17.0	62.0	62.0	21.1	66.1	104.2	38.1	55.5	72.5	9.3	26.7	26.7
Volume/Cap:	0.96	0.80	0.80	0.80	0.96	0.13	0.66	0.96	0.88	0.96	0.66	0.66
Uniform Del:	71.2	43.5	43.5	67.4	45.7	10.6	55.1	51.2	39.7	75.2	62.4	62.4
IncremntDel:	38.6	2.2	2.2	10.5	8.7	0.1	2.2	25.5	10.9	76.1	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	109.7	45.7	45.7	77.9	54.4	10.6	57.3	76.7	50.6	151.3	65.0	65.0
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:	109.7	45.7	45.7	77.9	54.4	10.6	57.3	76.7	50.6	151.3	65.0	65.0
LOS by Move:	F	D	D	E-	D-	B+	E+	E-	D	F	E	E
HCM2kAvgQ:	11	26	26	10	39	3	14	35	36	8	10	10

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

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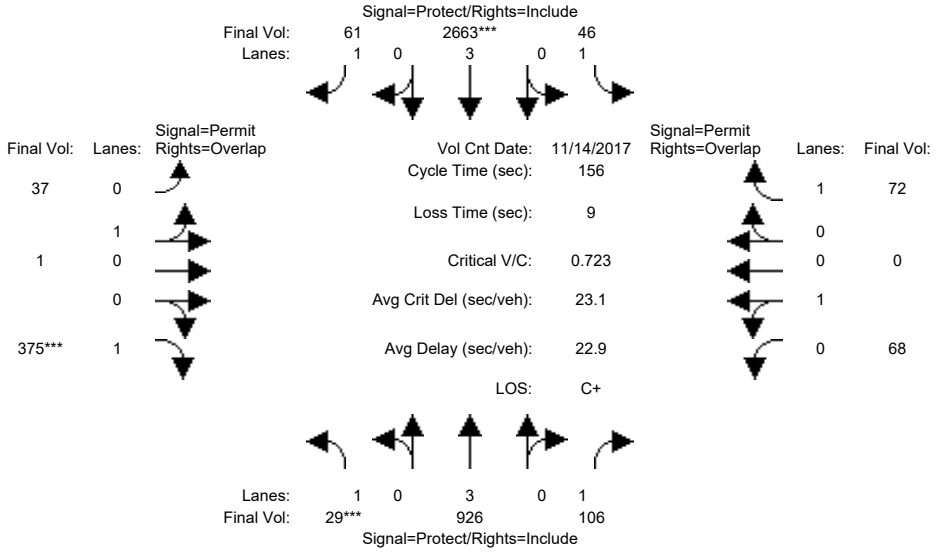
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #30: 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: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	29	926	106	46	2663	61	37	1	375	68	0	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:	29	926	106	46	2663	61	37	1	375	68	0	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:	29	926	106	46	2663	61	37	1	375	68	0	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:	29	926	106	46	2663	61	37	1	375	68	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	926	106	46	2663	61	37	1	375	68	0	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	926	106	46	2663	61	37	1	375	68	0	72
Saturation 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	1753	47	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.03	0.47	0.03	0.02	0.02	0.21	0.04	0.00	0.04
Crit Moves:	****				****				****			
Green Time:	7.0	86.0	86.0	23.8	103	102.7	37.3	37.3	44.3	37.3	0.0	61.0
Volume/Cap:	0.37	0.29	0.11	0.17	0.71	0.05	0.09	0.09	0.76	0.16	0.00	0.11
Uniform Del:	72.4	18.8	16.7	57.6	17.1	9.4	46.2	46.2	50.9	47.0	0.0	30.2
IncremntDel:	2.9	0.1	0.1	0.3	0.6	0.0	0.1	0.1	6.5	0.2	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	75.3	18.8	16.8	57.9	17.7	9.4	46.3	46.3	57.5	47.1	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	18.8	16.8	57.9	17.7	9.4	46.3	46.3	57.5	47.1	0.0	30.2
LOS by Move:	E-	B-	B	E+	B	A	D	D	E+	D	A	C
HCM2kAvgQ:	1	8	2	2	27	1	1	1	19	3	0	2

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

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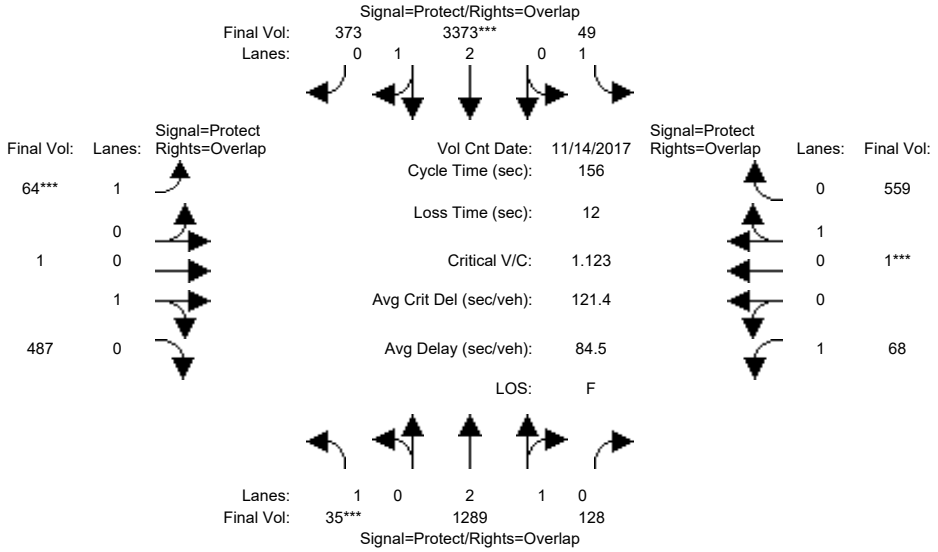
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #30: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	35	1289	128	49	3373	373	64	1	487	68	1	559
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1289	128	49	3373	373	64	1	487	68	1	559
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1289	128	49	3373	373	64	1	487	68	1	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1289	128	49	3373	373	64	1	487	68	1	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1289	128	49	3373	373	64	1	487	68	1	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1289	128	49	3373	373	64	1	487	68	1	559
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.72	0.28	1.00	2.69	0.31	1.00	0.01	0.99	1.00	0.01	0.99
Final Sat.:	1750	5093	506	1750	5042	558	1750	4	1796	1750	3	1797
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.03	0.67	0.67	0.04	0.27	0.27	0.04	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	7.0	81.3	88.3	14.4	88.7	95.7	7.0	41.3	48.3	7.0	41.3	55.7
Volume/Cap:	0.45	0.49	0.45	0.30	1.18	1.09	0.82	1.02	0.88	0.87	1.18	0.87
Uniform Del:	72.6	23.9	19.7	66.1	33.6	30.1	73.9	57.4	51.0	74.0	57.4	46.8
IncremntDel:	4.0	0.1	0.1	1.1	82.9	46.1	45.8	47.7	14.6	58.9	99.4	12.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.6	24.1	19.8	67.2	117	76.3	119.7	105	65.6	132.9	157	59.3
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:	76.6	24.1	19.8	67.2	117	76.3	119.7	105	65.6	132.9	157	59.3
LOS by Move:	E-	C	B-	E	F	E-	F	F	E	F	F	E+
HCM2kAvgQ:	2	14	13	2	80	71	5	31	26	6	41	29

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

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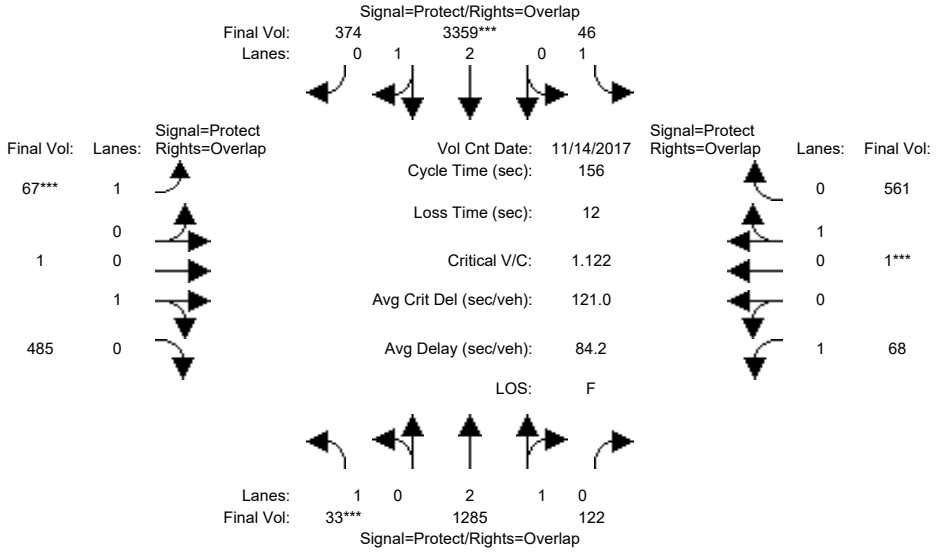
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #30: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	33	1285	122	46	3359	374	67	1	485	68	1	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1285	122	46	3359	374	67	1	485	68	1	561
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1285	122	46	3359	374	67	1	485	68	1	561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1285	122	46	3359	374	67	1	485	68	1	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1285	122	46	3359	374	67	1	485	68	1	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1285	122	46	3359	374	67	1	485	68	1	561
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.73	0.27	1.00	2.69	0.31	1.00	0.01	0.99	1.00	0.01	0.99
Final Sat.:	1750	5114	486	1750	5038	561	1750	4	1796	1750	3	1797
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.03	0.67	0.67	0.04	0.27	0.27	0.04	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	7.0	81.1	88.1	14.5	88.5	95.5	7.0	41.5	48.5	7.0	41.5	55.9
Volume/Cap:	0.42	0.48	0.45	0.28	1.17	1.09	0.85	1.02	0.87	0.87	1.17	0.87
Uniform Del:	72.5	24.0	19.8	65.9	33.7	30.2	74.0	57.3	50.8	74.0	57.3	46.7
IncremntDel:	3.6	0.1	0.1	1.0	82.3	45.5	55.4	45.2	13.7	58.9	98.8	12.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.1	24.2	19.9	66.9	116	75.8	129.4	102	64.5	132.9	156	59.0
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:	76.1	24.2	19.9	66.9	116	75.8	129.4	102	64.5	132.9	156	59.0
LOS by Move:	E-	C	B-	E	F	E-	F	F	E	F	F	E+
HCM2kAvgQ:	2	14	13	2	80	70	5	31	26	6	41	29

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

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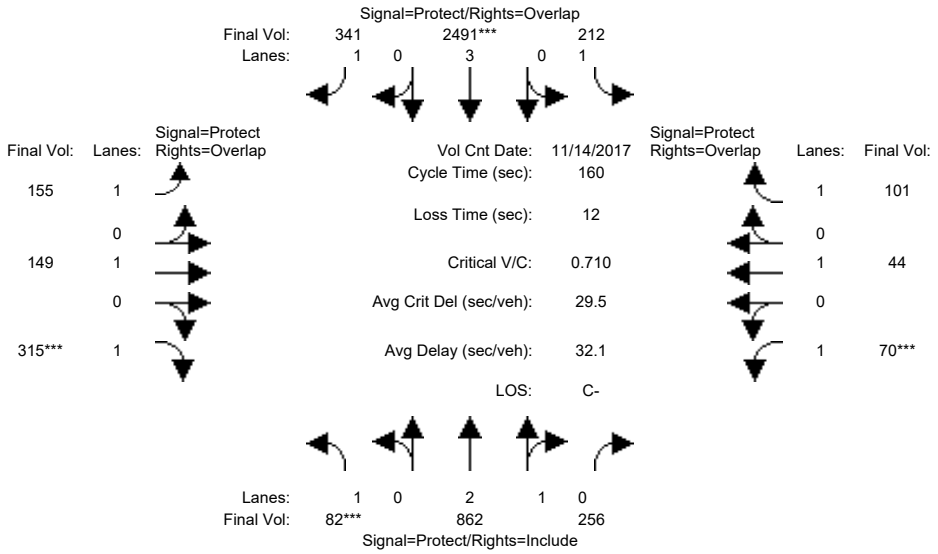
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #31: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	82	862	256	212	2491	341	155	149	315	70	44	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:	82	862	256	212	2491	341	155	149	315	70	44	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:	82	862	256	212	2491	341	155	149	315	70	44	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:	82	862	256	212	2491	341	155	149	315	70	44	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	862	256	212	2491	341	155	149	315	70	44	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:	82	862	256	212	2491	341	155	149	315	70	44	101
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	2.29	0.71	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4316	1282	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.12	0.44	0.19	0.09	0.08	0.18	0.04	0.02	0.06
Crit Moves:	****				****				****	****		
Green Time:	10.6	67.8	67.8	41.2	98.4	121.3	22.9	30.0	40.5	9.0	16.1	57.3
Volume/Cap:	0.71	0.47	0.47	0.47	0.71	0.26	0.62	0.42	0.71	0.71	0.23	0.16
Uniform Del:	73.2	33.2	33.2	50.2	21.0	5.8	64.5	57.3	54.4	74.2	66.2	35.0
IncremntDel:	18.6	0.1	0.1	0.8	0.7	0.1	4.7	0.8	5.3	21.3	0.6	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.8	33.3	33.3	51.0	21.7	5.9	69.2	58.1	59.7	95.5	66.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	33.3	33.3	51.0	21.7	5.9	69.2	58.1	59.7	95.5	66.8	35.1
LOS by Move:	F	C-	C-	D-	C+	A	E	E+	E+	F	E	D+
HCM2kAvgQ:	4	13	13	9	27	5	8	7	16	4	2	3

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

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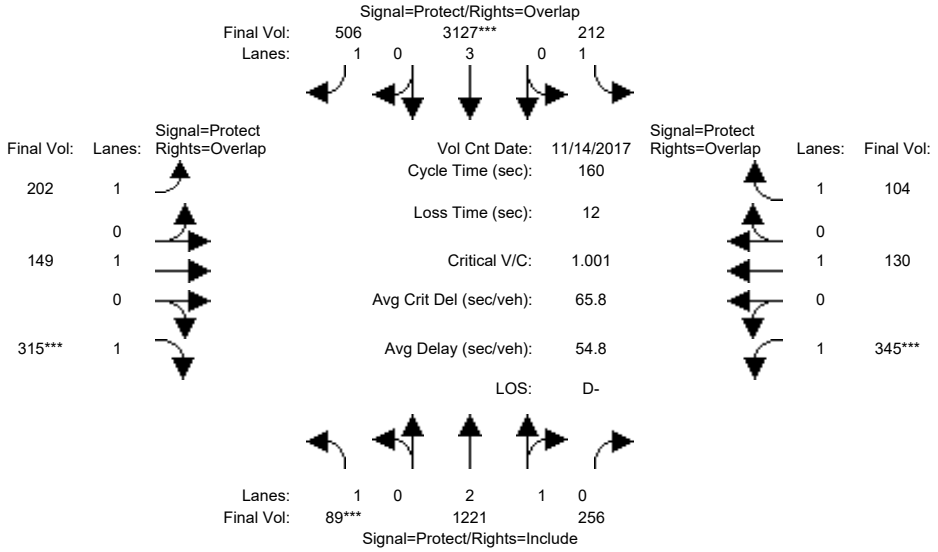
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #31: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	89	1221	256	212	3127	506	202	149	315	345	130	104
Growth Adj:	1.00	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	1221	256	212	3127	506	202	149	315	345	130	104
Added Vol:	0	0	0	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	1221	256	212	3127	506	202	149	315	345	130	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1221	256	212	3127	506	202	149	315	345	130	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1221	256	212	3127	506	202	149	315	345	130	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1221	256	212	3127	506	202	149	315	345	130	104
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	2.46	0.54	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4628	970	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.12	0.55	0.29	0.12	0.08	0.18	0.20	0.07	0.06
Crit Moves:	****				****				****	****		
Green Time:	8.1	65.7	65.7	30.2	87.7	120.5	32.8	20.6	28.8	31.5	19.4	49.6
Volume/Cap:	1.00	0.64	0.64	0.64	1.00	0.38	0.56	0.61	1.00	1.00	0.56	0.19
Uniform Del:	75.9	37.8	37.8	59.9	36.1	6.9	57.2	65.8	65.6	64.2	66.3	40.5
IncremntDel:	95.7	0.6	0.6	4.3	16.3	0.2	2.1	4.4	50.9	48.7	3.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	171.6	38.4	38.4	64.2	52.4	7.1	59.3	70.2	116.5	112.9	69.5	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.6	38.4	38.4	64.2	52.4	7.1	59.3	70.2	116.5	112.9	69.5	40.7
LOS by Move:	F	D+	D+	E	D-	A	E+	E	F	F	E	D
HCM2kAvgQ:	6	19	19	10	50	9	10	8	22	22	6	4

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

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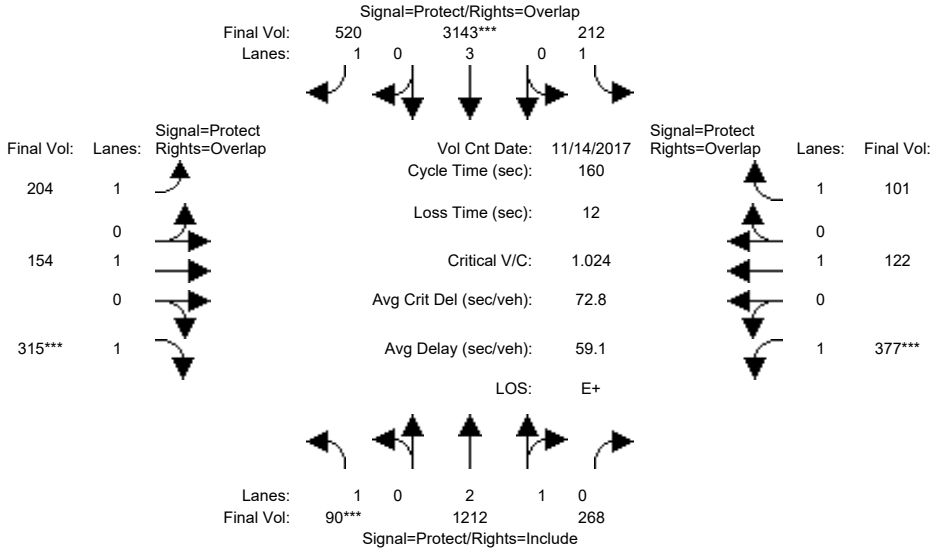
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #31: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	90	1212	268	212	3143	520	204	154	315	377	122	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:	90	1212	268	212	3143	520	204	154	315	377	122	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:	90	1212	268	212	3143	520	204	154	315	377	122	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:	90	1212	268	212	3143	520	204	154	315	377	122	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1212	268	212	3143	520	204	154	315	377	122	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:	90	1212	268	212	3143	520	204	154	315	377	122	101
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	2.44	0.56	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4585	1014	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.12	0.55	0.30	0.12	0.08	0.18	0.22	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	8.0	64.6	64.6	29.6	86.2	120.9	34.7	20.1	28.1	33.7	19.1	48.7
Volume/Cap:	1.02	0.65	0.65	0.65	1.02	0.39	0.54	0.65	1.02	1.02	0.54	0.19
Uniform Del:	76.0	38.6	38.6	60.5	36.9	6.8	55.6	66.6	65.9	63.2	66.3	41.1
IncremntDel:	102.6	0.7	0.7	4.8	22.6	0.2	1.5	6.0	57.5	53.1	2.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	178.5	39.3	39.3	65.2	59.5	7.0	57.1	72.5	123.4	116.2	68.9	41.2
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:	178.5	39.3	39.3	65.2	59.5	7.0	57.1	72.5	123.4	116.2	68.9	41.2
LOS by Move:	F	D	D	E	E+	A	E+	E	F	F	E	D
HCM2kAvgQ:	6	19	19	10	52	9	10	8	22	24	6	4

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

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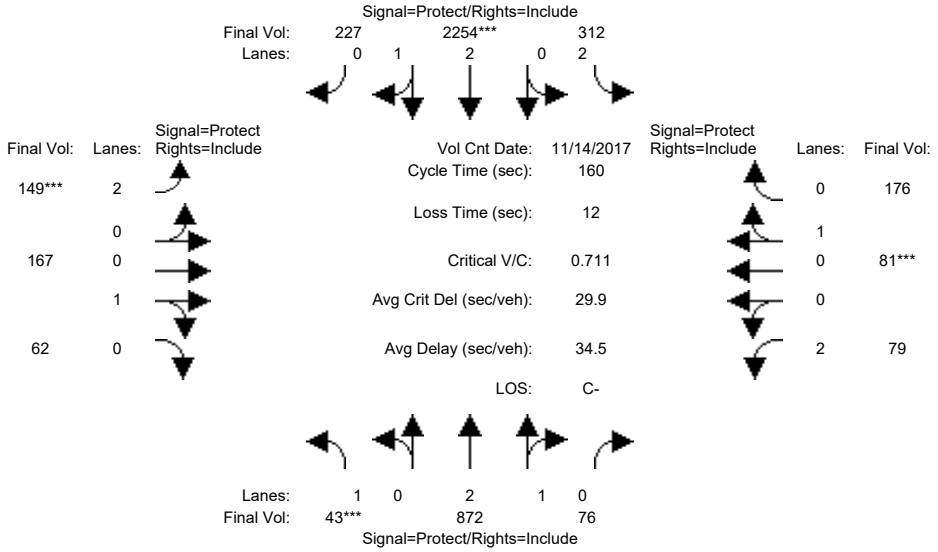
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #32: Mathilda Ave & Washington Ave



Street Name:	Mathilda Ave						Washington 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	43	872	76	312	2254	227	149	167	62	79	81	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:	43	872	76	312	2254	227	149	167	62	79	81	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:	43	872	76	312	2254	227	149	167	62	79	81	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:	43	872	76	312	2254	227	149	167	62	79	81	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	872	76	312	2254	227	149	167	62	79	81	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:	43	872	76	312	2254	227	149	167	62	79	81	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.75	0.25	2.00	2.72	0.28	2.00	0.73	0.27	2.00	0.32	0.68
Final Sat.:	1750	5150	449	3150	5087	512	3150	1313	487	3150	567	1233
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.10	0.44	0.44	0.05	0.13	0.13	0.03	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	66.7	66.7	39.0	98.7	98.7	10.5	31.5	31.5	10.8	31.8	31.8
Volume/Cap:	0.56	0.41	0.41	0.41	0.72	0.72	0.72	0.65	0.65	0.37	0.72	0.72
Uniform Del:	75.0	32.8	32.8	50.8	21.1	21.1	73.3	59.1	59.1	71.3	59.9	59.9
IncremntDel:	9.2	0.1	0.1	0.4	0.7	0.7	11.5	4.1	4.1	1.1	6.9	6.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.2	32.9	32.9	51.1	21.9	21.9	84.8	63.2	63.2	72.4	66.8	66.8
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:	84.2	32.9	32.9	51.1	21.9	21.9	84.8	63.2	63.2	72.4	66.8	66.8
LOS by Move:	F	C-	C-	D-	C+	C+	F	E	E	E	E	E
HCM2kAvgQ:	2	11	11	7	27	27	6	12	12	3	13	13

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

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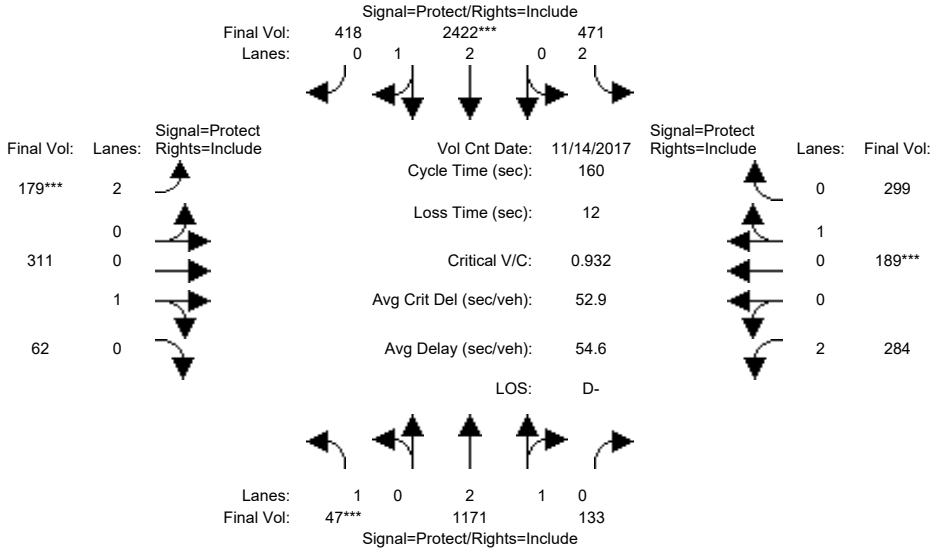
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #32: Mathilda Ave & Washington Ave



Street Name:	Mathilda Ave						Washington 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	47	1171	133	471	2422	418	179	311	62	284	189	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1171	133	471	2422	418	179	311	62	284	189	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1171	133	471	2422	418	179	311	62	284	189	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1171	133	471	2422	418	179	311	62	284	189	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1171	133	471	2422	418	179	311	62	284	189	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1171	133	471	2422	418	179	311	62	284	189	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.68	0.32	2.00	2.54	0.46	2.00	0.83	0.17	2.00	0.39	0.61
Final Sat.:	1750	5028	571	3150	4775	824	3150	1501	299	3150	697	1103
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.15	0.51	0.51	0.06	0.21	0.21	0.09	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	7.0	56.4	56.4	36.2	85.6	85.6	9.6	38.6	38.6	16.8	45.8	45.8
Volume/Cap:	0.61	0.66	0.66	0.66	0.95	0.95	0.95	0.86	0.86	0.86	0.95	0.95
Uniform Del:	75.2	43.7	43.7	56.3	35.1	35.1	75.0	58.1	58.1	70.4	55.9	55.9
IncremntDel:	13.9	0.8	0.8	2.3	7.6	7.6	50.4	15.7	15.7	19.7	27.0	27.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.1	44.6	44.6	58.6	42.6	42.6	125.3	73.9	73.9	90.1	83.0	83.0
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:	89.1	44.6	44.6	58.6	42.6	42.6	125.3	73.9	73.9	90.1	83.0	83.0
LOS by Move:	F	D	D	E+	D	D	F	E	E	F	F	F
HCM2kAvgQ:	3	18	18	12	42	42	8	21	21	11	29	29

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

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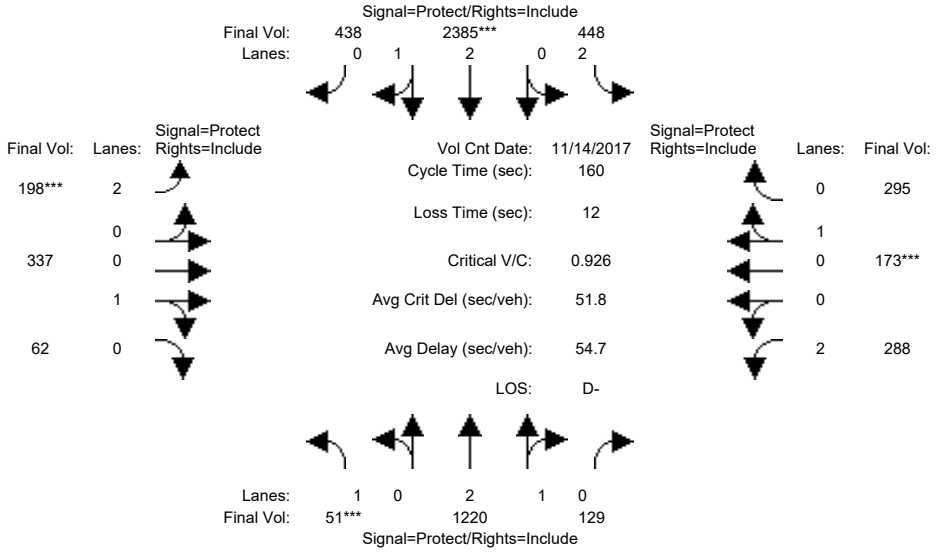
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #32: Mathilda Ave & Washington Ave



Street Name:	Mathilda Ave						Washington 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	51	1220	129	448	2385	438	198	337	62	288	173	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1220	129	448	2385	438	198	337	62	288	173	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1220	129	448	2385	438	198	337	62	288	173	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1220	129	448	2385	438	198	337	62	288	173	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1220	129	448	2385	438	198	337	62	288	173	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1220	129	448	2385	438	198	337	62	288	173	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.70	0.30	2.00	2.52	0.48	2.00	0.84	0.16	2.00	0.37	0.63
Final Sat.:	1750	5064	535	3150	4730	869	3150	1520	280	3150	665	1135
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.14	0.50	0.50	0.06	0.22	0.22	0.09	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	7.0	58.5	58.5	34.5	86.0	86.0	10.7	39.0	39.0	16.1	44.3	44.3
Volume/Cap:	0.67	0.66	0.66	0.66	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94
Uniform Del:	75.3	42.5	42.5	57.4	34.6	34.6	74.3	58.8	58.8	71.2	56.5	56.5
IncremntDel:	20.1	0.8	0.8	2.4	6.6	6.6	44.8	22.8	22.8	28.8	25.7	25.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.4	43.3	43.3	59.8	41.2	41.2	119.1	81.6	81.6	100.1	82.2	82.2
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:	95.4	43.3	43.3	59.8	41.2	41.2	119.1	81.6	81.6	100.1	82.2	82.2
LOS by Move:	F	D	D	E+	D	D	F	F	F	F	F	F
HCM2kAvgQ:	3	18	18	11	41	41	9	23	23	11	28	28

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

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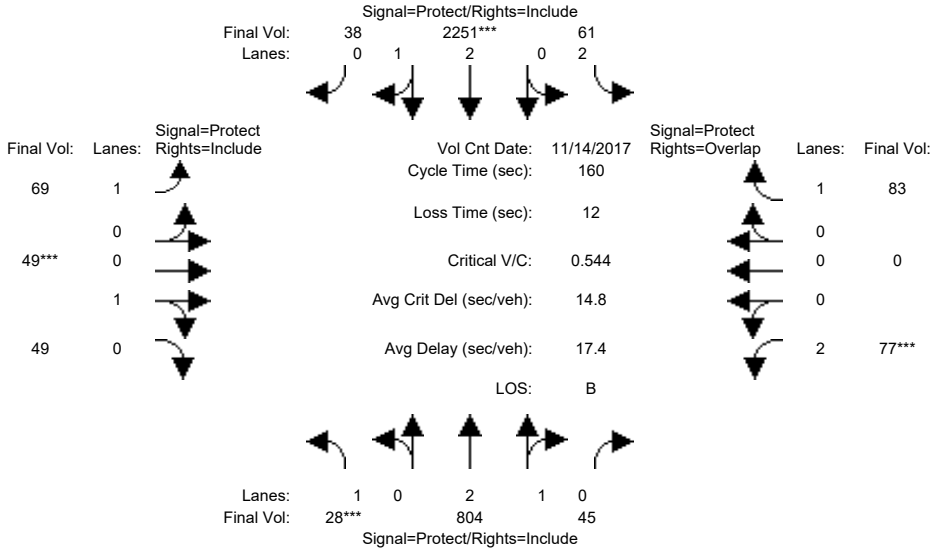
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #33: Mathilda Ave & McKinley Ave



Street Name:	Mathilda Ave						McKinley 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	28	804	45	61	2251	38	69	49	49	77	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	804	45	61	2251	38	69	49	49	77	0	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	804	45	61	2251	38	69	49	49	77	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	804	45	61	2251	38	69	49	49	77	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	804	45	61	2251	38	69	49	49	77	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	804	45	61	2251	38	69	49	49	77	0	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.84	0.16	2.00	2.95	0.05	1.00	0.50	0.50	2.00	0.00	1.00
Final Sat.:	1750	5303	297	3150	5507	93	1750	900	900	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.02	0.41	0.41	0.04	0.05	0.05	0.02	0.00	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	97.2	97.2	28.0	118	118.2	13.9	15.7	15.7	7.1	0.0	35.1
Volume/Cap:	0.37	0.25	0.25	0.11	0.55	0.55	0.45	0.55	0.55	0.55	0.00	0.22
Uniform Del:	74.3	14.5	14.5	55.5	9.2	9.2	69.4	68.8	68.8	74.9	0.0	51.2
IncremntDel:	3.0	0.0	0.0	0.1	0.2	0.2	2.1	3.8	3.8	4.8	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	77.3	14.6	14.6	55.6	9.4	9.4	71.6	72.6	72.6	79.7	0.0	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.3	14.6	14.6	55.6	9.4	9.4	71.6	72.6	72.6	79.7	0.0	51.5
LOS by Move:	E-	B	B	E+	A	A	E	E	E	E-	A	D-
HCM2kAvgQ:	1	6	6	1	16	16	4	6	6	3	0	4

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

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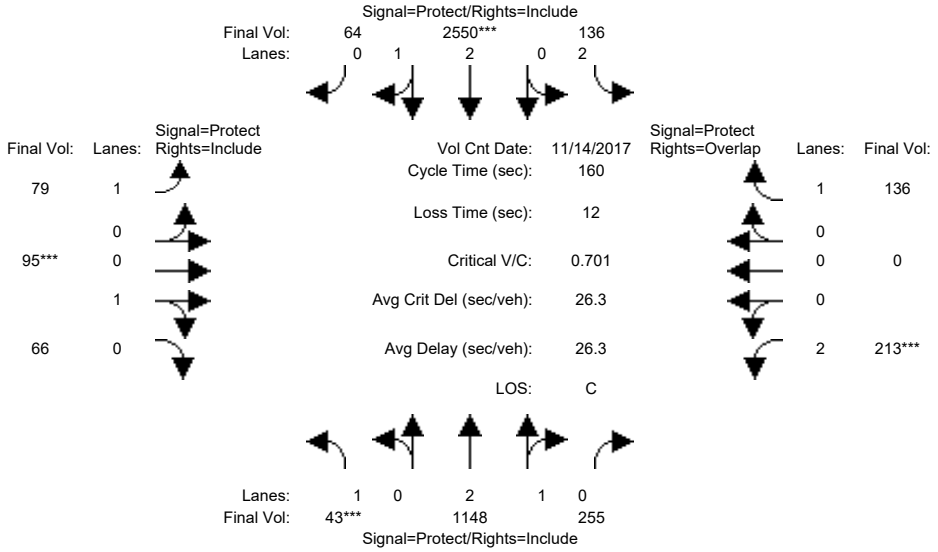
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #33: Mathilda Ave & McKinley Ave



Street Name:	Mathilda Ave						McKinley 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	43	1148	255	136	2550	64	79	95	66	213	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1148	255	136	2550	64	79	95	66	213	0	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1148	255	136	2550	64	79	95	66	213	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1148	255	136	2550	64	79	95	66	213	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1148	255	136	2550	64	79	95	66	213	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1148	255	136	2550	64	79	95	66	213	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.43	0.57	2.00	2.92	0.08	1.00	0.59	0.41	2.00	0.00	1.00
Final Sat.:	1750	4581	1018	3150	5463	137	1750	1062	738	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.04	0.47	0.47	0.05	0.09	0.09	0.07	0.00	0.08
Crit Moves:	****				****			****		****		
Green Time:	7.0	95.8	95.8	16.7	106	105.5	20.1	20.2	20.2	15.3	0.0	32.0
Volume/Cap:	0.56	0.42	0.42	0.41	0.71	0.71	0.36	0.71	0.71	0.71	0.00	0.39
Uniform Del:	75.0	17.2	17.2	67.0	17.4	17.4	64.0	67.1	67.1	70.2	0.0	55.5
IncremntDel:	9.2	0.1	0.1	0.8	0.6	0.6	1.0	9.8	9.8	7.6	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	84.2	17.3	17.3	67.9	18.1	18.1	65.0	76.9	76.9	77.8	0.0	56.2
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:	84.2	17.3	17.3	67.9	18.1	18.1	65.0	76.9	76.9	77.8	0.0	56.2
LOS by Move:	F	B	B	E	B-	B-	E	E-	E-	E-	A	E+
HCM2kAvgQ:	2	12	12	3	26	26	4	9	9	7	0	6

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

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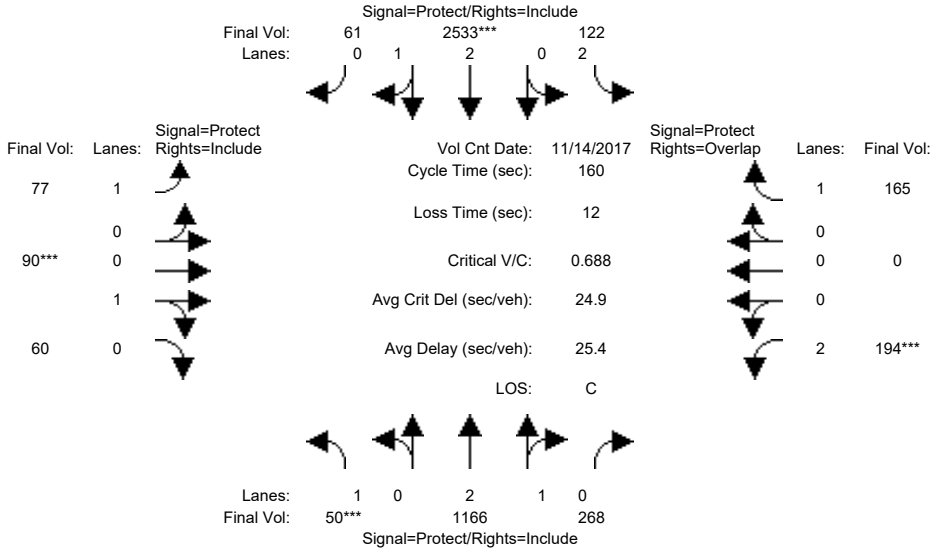
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #33: Mathilda Ave & McKinley Ave



Street Name:	Mathilda Ave						McKinley 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	50	1166	268	122	2533	61	77	90	60	194	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1166	268	122	2533	61	77	90	60	194	0	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1166	268	122	2533	61	77	90	60	194	0	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1166	268	122	2533	61	77	90	60	194	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1166	268	122	2533	61	77	90	60	194	0	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1166	268	122	2533	61	77	90	60	194	0	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.42	0.58	2.00	2.93	0.07	1.00	0.60	0.40	2.00	0.00	1.00
Final Sat.:	1750	4552	1046	3150	5468	132	1750	1080	720	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.04	0.46	0.46	0.04	0.08	0.08	0.06	0.00	0.09
Crit Moves:	****				****			****			****	
Green Time:	7.0	97.7	97.7	16.7	107	107.4	14.8	19.3	19.3	14.3	0.0	31.0
Volume/Cap:	0.65	0.42	0.42	0.37	0.69	0.69	0.47	0.69	0.69	0.69	0.00	0.49
Uniform Del:	75.3	16.3	16.3	66.8	16.1	16.1	68.9	67.5	67.5	70.7	0.0	57.4
IncremntDel:	18.4	0.1	0.1	0.7	0.6	0.6	2.2	9.1	9.1	7.1	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	93.7	16.4	16.4	67.5	16.7	16.7	71.0	76.5	76.5	77.8	0.0	58.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	16.4	16.4	67.5	16.7	16.7	71.0	76.5	76.5	77.8	0.0	58.6
LOS by Move:	F	B	B	E	B	B	E	E-	E-	E-	A	E+
HCM2kAvgQ:	3	12	12	3	25	25	4	9	9	7	0	8

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

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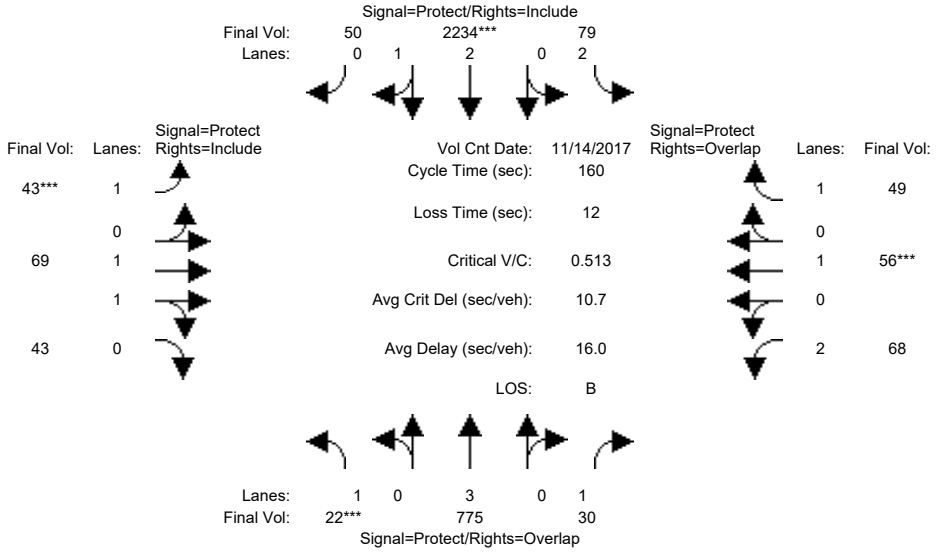
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #34: Mathilda Ave & Iowa Ave



Street Name:	Mathilda Av						Iowa 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	22	775	30	79	2234	50	43	69	43	68	56	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	775	30	79	2234	50	43	69	43	68	56	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	775	30	79	2234	50	43	69	43	68	56	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	775	30	79	2234	50	43	69	43	68	56	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	775	30	79	2234	50	43	69	43	68	56	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	775	30	79	2234	50	43	69	43	68	56	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.93	0.07	1.00	1.21	0.79	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5477	123	1750	2278	1420	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.02	0.03	0.41	0.41	0.02	0.03	0.03	0.02	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	7.0	98.8	106.0	31.8	124	123.6	7.4	10.3	10.3	7.2	10.0	41.8
Volume/Cap:	0.29	0.22	0.03	0.13	0.53	0.53	0.53	0.47	0.47	0.48	0.47	0.11
Uniform Del:	74.1	13.6	9.3	52.7	7.0	7.0	74.6	72.3	72.3	74.6	72.4	44.9
IncremntDel:	2.1	0.0	0.0	0.1	0.1	0.1	6.4	1.5	1.5	2.6	2.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.2	13.6	9.3	52.8	7.1	7.1	80.9	73.7	73.7	77.2	75.4	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	13.6	9.3	52.8	7.1	7.1	80.9	73.7	73.7	77.2	75.4	45.0
LOS by Move:	E-	B	A	D-	A	A	F	E	E	E-	E-	D
HCM2kAvgQ:	1	5	1	2	14	14	3	3	3	3	3	2

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

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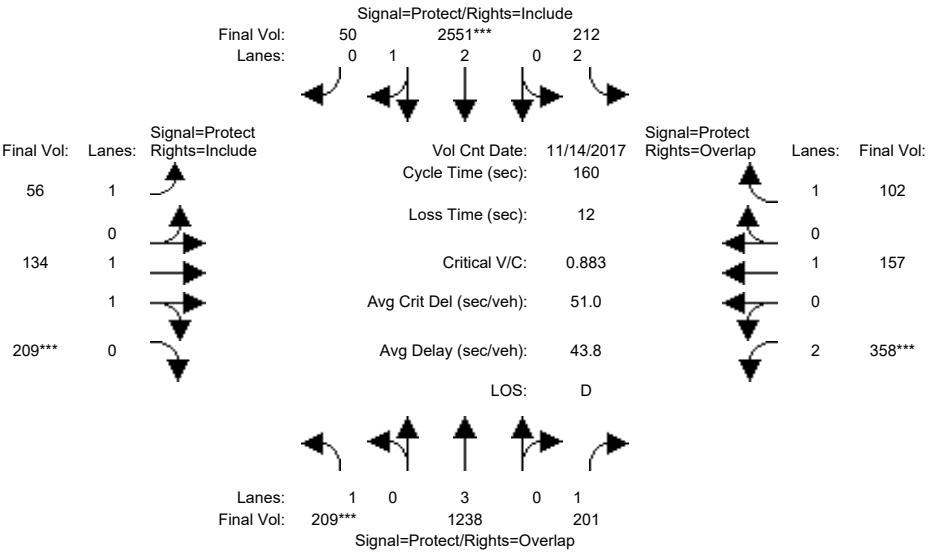
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #34: Mathilda Ave & Iowa Ave



Street Name:	Mathilda Av						Iowa 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	209	1238	201	212	2551	50	56	134	209	358	157	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1238	201	212	2551	50	56	134	209	358	157	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	1238	201	212	2551	50	56	134	209	358	157	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	1238	201	212	2551	50	56	134	209	358	157	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1238	201	212	2551	50	56	134	209	358	157	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	1238	201	212	2551	50	56	134	209	358	157	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.94	0.06	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5492	108	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.11	0.07	0.46	0.46	0.03	0.07	0.12	0.11	0.08	0.06
Crit Moves:	****				****				****	****		
Green Time:	21.6	80.8	101.3	25.0	84.1	84.1	14.6	21.6	21.6	20.6	27.6	52.6
Volume/Cap:	0.88	0.43	0.18	0.43	0.88	0.88	0.35	0.52	0.88	0.88	0.48	0.18
Uniform Del:	67.9	25.1	12.1	61.0	33.6	33.6	68.2	64.4	67.9	68.5	59.7	38.3
IncremntDel:	29.8	0.1	0.1	0.6	3.5	3.5	1.3	0.8	20.5	19.8	1.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	97.8	25.2	12.2	61.6	37.1	37.1	69.6	65.1	88.4	88.4	60.8	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.8	25.2	12.2	61.6	37.1	37.1	69.6	65.1	88.4	88.4	60.8	38.4
LOS by Move:	F	C	B	E	D+	D+	E	E	F	F	E	D+
HCM2kAvgQ:	12	12	4	5	38	38	3	7	14	13	7	4

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

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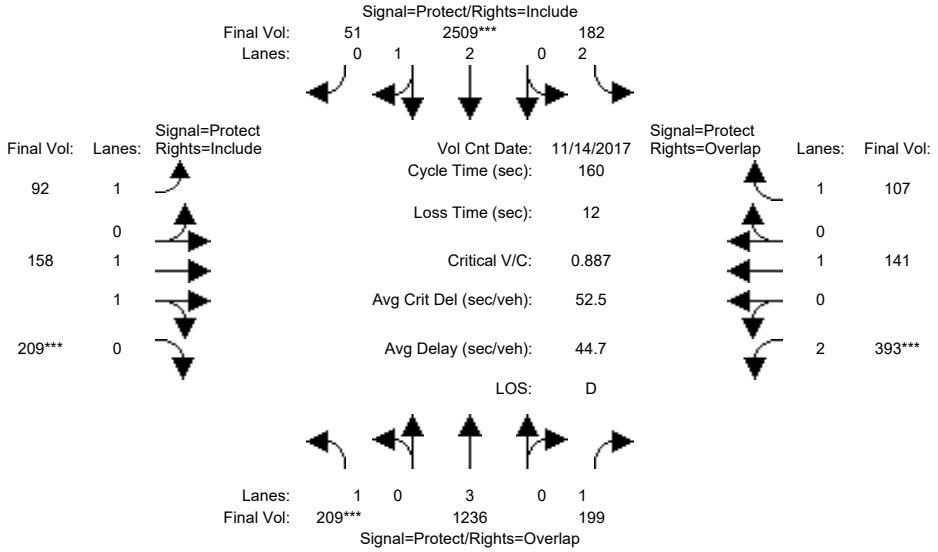
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #34: Mathilda Ave & Iowa Ave



Street Name:	Mathilda Av						Iowa 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: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	209	1236	199	182	2509	51	92	158	209	393	141	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:	209	1236	199	182	2509	51	92	158	209	393	141	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:	209	1236	199	182	2509	51	92	158	209	393	141	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:	209	1236	199	182	2509	51	92	158	209	393	141	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1236	199	182	2509	51	92	158	209	393	141	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:	209	1236	199	182	2509	51	92	158	209	393	141	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.94	0.06	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5488	112	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.11	0.06	0.46	0.46	0.05	0.08	0.12	0.12	0.07	0.06
Crit Moves:	****				****				****	****		
Green Time:	21.5	82.1	104.6	21.9	82.4	82.4	18.3	21.5	21.5	22.5	25.8	47.6
Volume/Cap:	0.89	0.42	0.17	0.42	0.89	0.89	0.46	0.62	0.89	0.89	0.46	0.21
Uniform Del:	68.0	24.2	10.8	63.3	34.6	34.6	66.3	65.3	68.0	67.5	60.8	42.0
IncremntDel:	30.7	0.1	0.1	0.7	3.8	3.8	1.7	2.0	20.1	19.1	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.8	24.3	10.9	63.9	38.4	38.4	67.9	67.3	88.2	86.6	61.9	42.2
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:	98.8	24.3	10.9	63.9	38.4	38.4	67.9	67.3	88.2	86.6	61.9	42.2
LOS by Move:	F	C	B+	E	D+	D+	E	E	F	F	E	D
HCM2kAvgQ:	12	12	4	5	38	38	5	8	14	14	7	4

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

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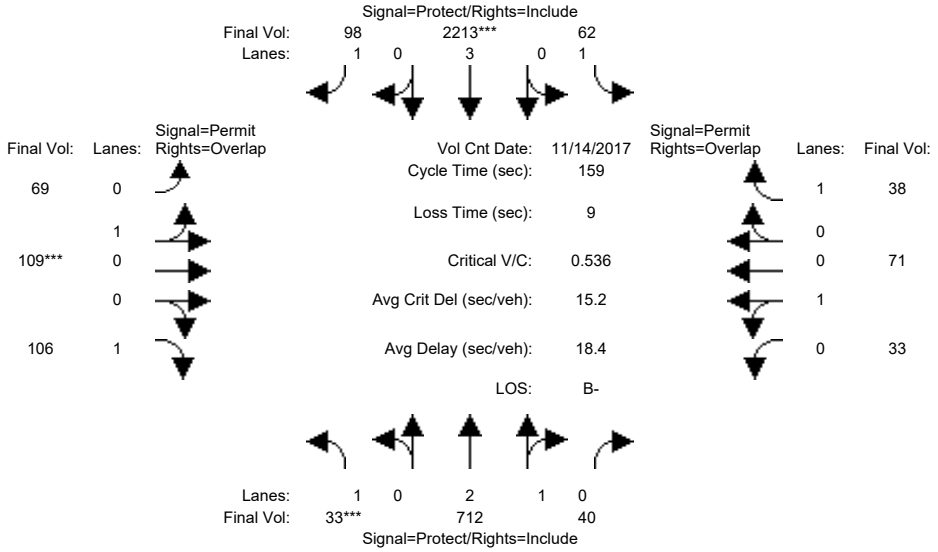
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #35: Mathilda Ave & Olive Ave



Street Name:	Mathilda Ave						Olive 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: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	33	712	40	62	2213	98	69	109	106	33	71	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:	33	712	40	62	2213	98	69	109	106	33	71	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:	33	712	40	62	2213	98	69	109	106	33	71	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:	33	712	40	62	2213	98	69	109	106	33	71	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	712	40	62	2213	98	69	109	106	33	71	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	712	40	62	2213	98	69	109	106	33	71	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	1.00	3.00	1.00	0.39	0.61	1.00	0.32	0.68	1.00
Final Sat.:	1750	5302	298	1750	5700	1750	698	1102	1750	571	1229	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.04	0.39	0.06	0.10	0.10	0.06	0.06	0.06	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	91.1	91.1	29.9	114	114.0	29.0	29.0	36.0	29.0	29.0	58.9
Volume/Cap:	0.43	0.23	0.23	0.19	0.54	0.08	0.54	0.54	0.27	0.32	0.32	0.06
Uniform Del:	74.1	16.7	16.7	54.4	10.4	6.8	59.0	59.0	50.6	56.4	56.4	32.2
IncremntDel:	3.8	0.0	0.0	0.3	0.1	0.0	1.8	1.8	0.4	0.6	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.8	16.8	16.8	54.6	10.6	6.8	60.8	60.8	51.0	56.9	56.9	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	16.8	16.8	54.6	10.6	6.8	60.8	60.8	51.0	56.9	56.9	32.2
LOS by Move:	E-	B	B	D-	B+	A	E	E	D	E+	E+	C-
HCM2kAvgQ:	2	6	6	3	16	1	9	9	5	5	5	1

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

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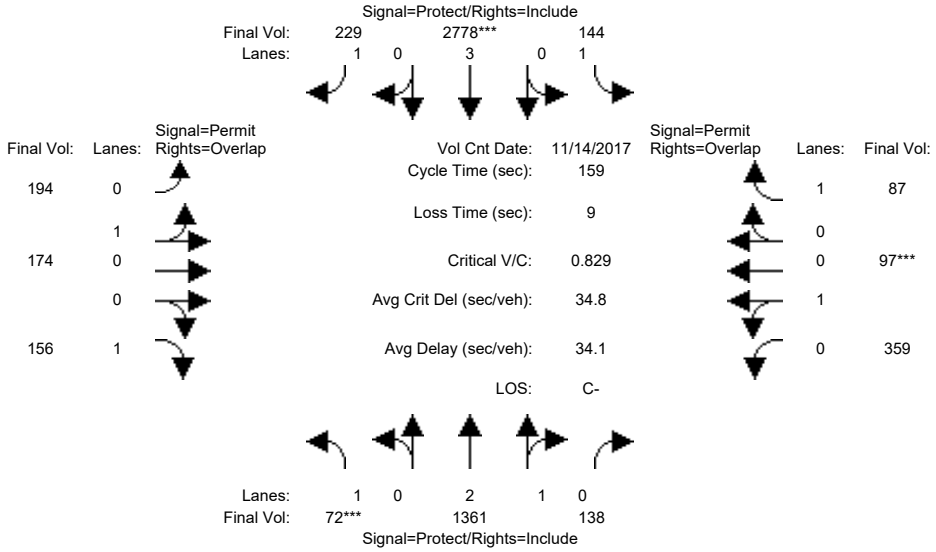
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #35: Mathilda Ave & Olive Ave



Street Name:	Mathilda Ave						Olive 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: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	72	1361	138	144	2778	229	194	174	156	359	97	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1361	138	144	2778	229	194	174	156	359	97	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1361	138	144	2778	229	194	174	156	359	97	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1361	138	144	2778	229	194	174	156	359	97	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1361	138	144	2778	229	194	174	156	359	97	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1361	138	144	2778	229	194	174	156	359	97	87
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.71	0.29	1.00	3.00	1.00	0.53	0.47	1.00	0.79	0.21	1.00
Final Sat.:	1750	5084	515	1750	5700	1750	949	851	1750	1417	383	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.08	0.49	0.13	0.20	0.20	0.09	0.25	0.25	0.05
Crit Moves:	****				****						****	
Green Time:	7.9	77.6	77.6	23.8	93.5	93.5	48.6	48.6	56.5	48.6	48.6	72.4
Volume/Cap:	0.83	0.55	0.55	0.55	0.83	0.22	0.67	0.67	0.25	0.83	0.83	0.11
Uniform Del:	74.9	28.5	28.5	62.6	26.3	15.5	48.2	48.2	36.3	51.3	51.3	24.8
IncremntDel:	45.7	0.2	0.2	2.5	1.8	0.1	3.2	3.2	0.2	10.2	10.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	120.6	28.7	28.7	65.1	28.2	15.6	51.3	51.3	36.5	61.5	61.5	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.6	28.7	28.7	65.1	28.2	15.6	51.3	51.3	36.5	61.5	61.5	24.9
LOS by Move:	F	C	C	E	C	B	D-	D-	D+	E	E	C
HCM2kAvgQ:	4	16	16	7	34	5	17	17	6	23	23	3

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

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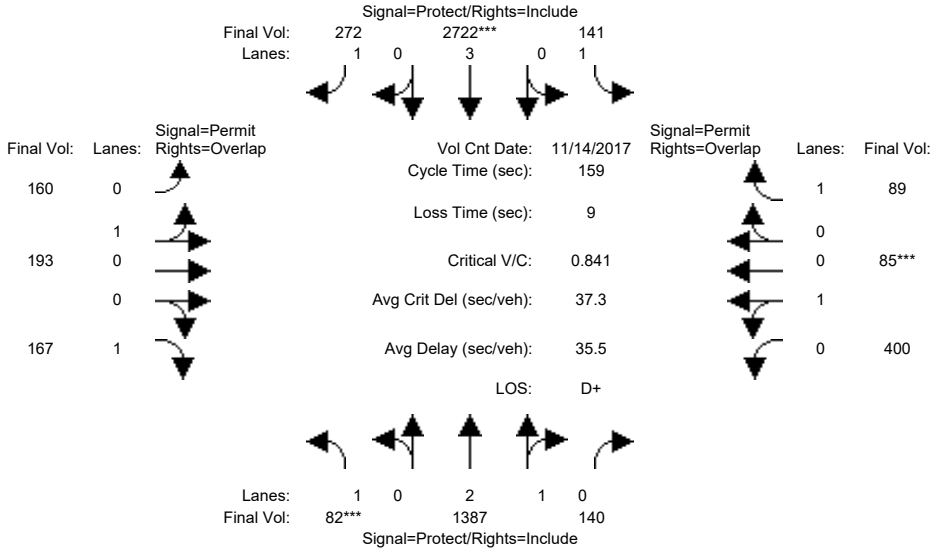
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #35: Mathilda Ave & Olive Ave



Street Name:	Mathilda Ave						Olive 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: >> Count Date: 14 Nov 2017 << 4:45 PM - 5:45 PM												
Base Vol:	82	1387	140	141	2722	272	160	193	167	400	85	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1387	140	141	2722	272	160	193	167	400	85	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1387	140	141	2722	272	160	193	167	400	85	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1387	140	141	2722	272	160	193	167	400	85	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1387	140	141	2722	272	160	193	167	400	85	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1387	140	141	2722	272	160	193	167	400	85	89
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.71	0.29	1.00	3.00	1.00	0.45	0.55	1.00	0.82	0.18	1.00
Final Sat.:	1750	5086	513	1750	5700	1750	816	984	1750	1485	315	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.08	0.48	0.16	0.20	0.20	0.10	0.27	0.27	0.05
Crit Moves:	****				****						****	
Green Time:	8.9	76.5	76.5	22.6	90.2	90.2	50.9	50.9	59.8	50.9	50.9	73.5
Volume/Cap:	0.84	0.57	0.57	0.57	0.84	0.27	0.61	0.61	0.25	0.84	0.84	0.11
Uniform Del:	74.4	29.4	29.4	63.6	28.5	17.6	45.7	45.7	34.2	50.3	50.3	24.2
IncremntDel:	44.9	0.3	0.3	3.1	2.1	0.2	2.0	2.0	0.2	10.8	10.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	119.3	29.7	29.7	66.7	30.6	17.8	47.7	47.7	34.4	61.0	61.0	24.3
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:	119.3	29.7	29.7	66.7	30.6	17.8	47.7	47.7	34.4	61.0	61.0	24.3
LOS by Move:	F	C	C	E	C	B	D	D	C-	E	E	C
HCM2kAvgQ:	4	17	17	7	35	7	15	15	6	25	25	3

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

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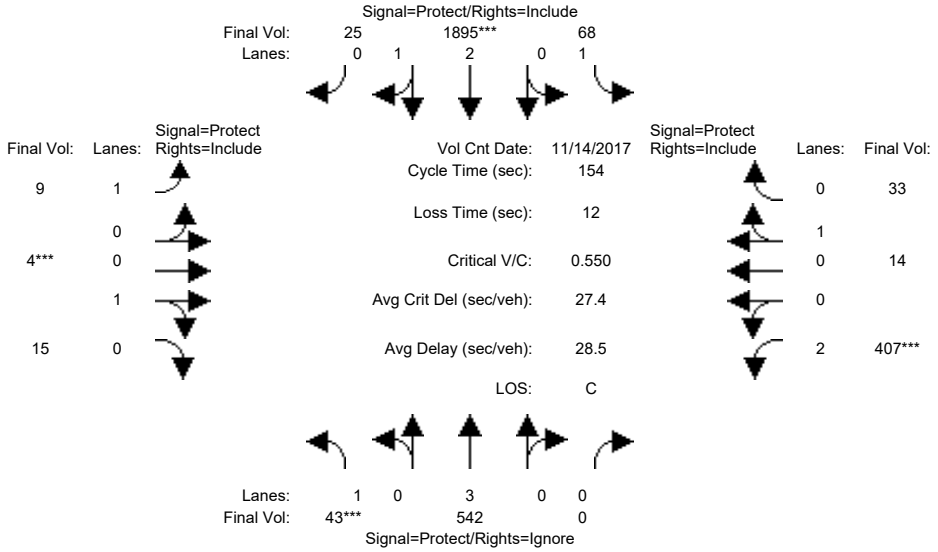
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #36: Mathilda Ave & Sunnyvale-Saratoga Rd



Street Name:	Mathilda Ave						Sunnyvale-Saratoga Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	43	542	327	68	1895	25	9	4	15	407	14	33
Growth Adj:	1.00	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	542	327	68	1895	25	9	4	15	407	14	33
Added Vol:	0	0	0	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	542	327	68	1895	25	9	4	15	407	14	33
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	542	0	68	1895	25	9	4	15	407	14	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	542	0	68	1895	25	9	4	15	407	14	33
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	542	0	68	1895	25	9	4	15	407	14	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	0.00	1.00	2.96	0.04	1.00	0.21	0.79	2.00	0.30	0.70
Final Sat.:	1750	5600	0	1750	5527	73	1750	379	1421	3150	536	1264
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.04	0.34	0.34	0.01	0.01	0.01	0.13	0.03	0.03
Crit Moves:	****				****			****			****	
Green Time:	7.0	66.5	0.0	31.2	90.8	90.8	18.2	10.0	10.0	34.2	26.0	26.0
Volume/Cap:	0.54	0.22	0.00	0.19	0.58	0.58	0.04	0.16	0.16	0.58	0.15	0.15
Uniform Del:	71.9	27.5	0.0	50.9	19.7	19.7	60.2	68.0	68.0	53.5	54.6	54.6
IncremntDel:	7.3	0.0	0.0	0.3	0.3	0.3	0.1	0.7	0.7	1.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.3	27.5	0.0	51.2	20.0	20.0	60.3	68.7	68.7	54.7	54.9	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	27.5	0.0	51.2	20.0	20.0	60.3	68.7	68.7	54.7	54.9	54.9
LOS by Move:	E-	C	A	D-	C+	C+	E	E	E	D-	D-	D-
HCM2kAvgQ:	2	5	0	3	18	18	0	1	1	11	2	2

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

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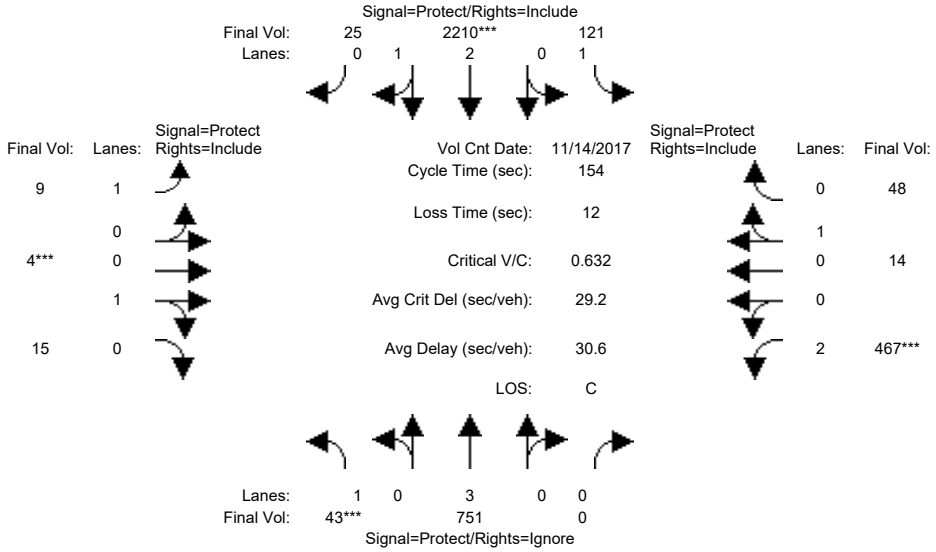
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #36: Mathilda Ave & Sunnyvale-Saratoga Rd



Street Name:	Mathilda Ave						Sunnyvale-Saratoga Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	43	751	0	121	2210	25	9	4	15	467	14	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	751	0	121	2210	25	9	4	15	467	14	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	751	0	121	2210	25	9	4	15	467	14	48
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	751	0	121	2210	25	9	4	15	467	14	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	751	0	121	2210	25	9	4	15	467	14	48
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	751	0	121	2210	25	9	4	15	467	14	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	0.00	1.00	2.97	0.03	1.00	0.21	0.79	2.00	0.23	0.77
Final Sat.:	1750	5700	0	1750	5537	63	1750	379	1421	3150	406	1394
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.07	0.40	0.40	0.01	0.01	0.01	0.15	0.03	0.03
Crit Moves:	****				****			****			****	
Green Time:	7.0	64.4	0.0	33.8	91.1	91.1	18.1	10.0	10.0	33.9	25.8	25.8
Volume/Cap:	0.54	0.32	0.00	0.32	0.67	0.67	0.04	0.16	0.16	0.67	0.21	0.21
Uniform Del:	71.9	30.0	0.0	50.4	21.3	21.3	60.3	68.0	68.0	55.0	55.3	55.3
IncremntDel:	7.3	0.1	0.0	0.5	0.6	0.6	0.1	0.7	0.7	2.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.3	30.1	0.0	50.9	21.9	21.9	60.4	68.7	68.7	57.7	55.6	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	30.1	0.0	50.9	21.9	21.9	60.4	68.7	68.7	57.7	55.6	55.6
LOS by Move:	E-	C	A	D	C+	C+	E	E	E	E+	E+	E+
HCM2kAvgQ:	2	7	0	5	22	22	0	1	1	13	3	3

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

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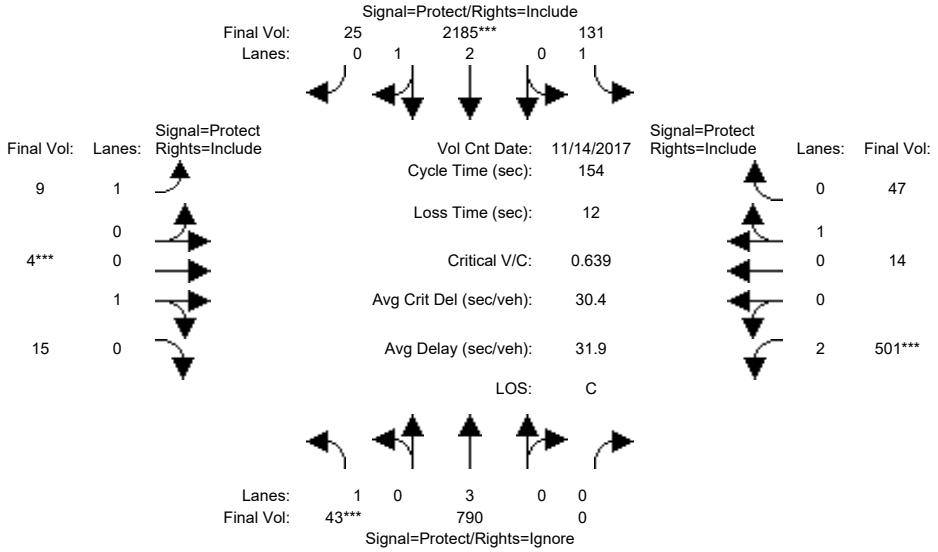
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #36: Mathilda Ave & Sunnyvale-Saratoga Rd



Street Name:	Mathilda Ave						Sunnyvale-Saratoga Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	43	790	0	131	2185	25	9	4	15	501	14	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:	43	790	0	131	2185	25	9	4	15	501	14	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:	43	790	0	131	2185	25	9	4	15	501	14	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	790	0	131	2185	25	9	4	15	501	14	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	790	0	131	2185	25	9	4	15	501	14	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	790	0	131	2185	25	9	4	15	501	14	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	0.00	1.00	2.96	0.04	1.00	0.21	0.79	2.00	0.23	0.77
Final Sat.:	1750	5700	0	1750	5537	63	1750	379	1421	3150	413	1387
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.07	0.39	0.39	0.01	0.01	0.01	0.16	0.03	0.03
Crit Moves:	****				****			****			****	
Green Time:	7.0	62.4	0.0	33.7	89.1	89.1	18.9	10.0	10.0	35.9	27.0	27.0
Volume/Cap:	0.54	0.34	0.00	0.34	0.68	0.68	0.04	0.16	0.16	0.68	0.19	0.19
Uniform Del:	71.9	31.6	0.0	50.8	22.6	22.6	59.6	68.0	68.0	53.8	54.2	54.2
IncremntDel:	7.3	0.1	0.0	0.5	0.6	0.6	0.1	0.7	0.7	2.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.3	31.7	0.0	51.3	23.2	23.2	59.6	68.7	68.7	56.5	54.5	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	31.7	0.0	51.3	23.2	23.2	59.6	68.7	68.7	56.5	54.5	54.5
LOS by Move:	E-	C	A	D-	C	C	E+	E	E	E+	D-	D-
HCM2kAvgQ:	2	8	0	5	23	23	0	1	1	14	3	3

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

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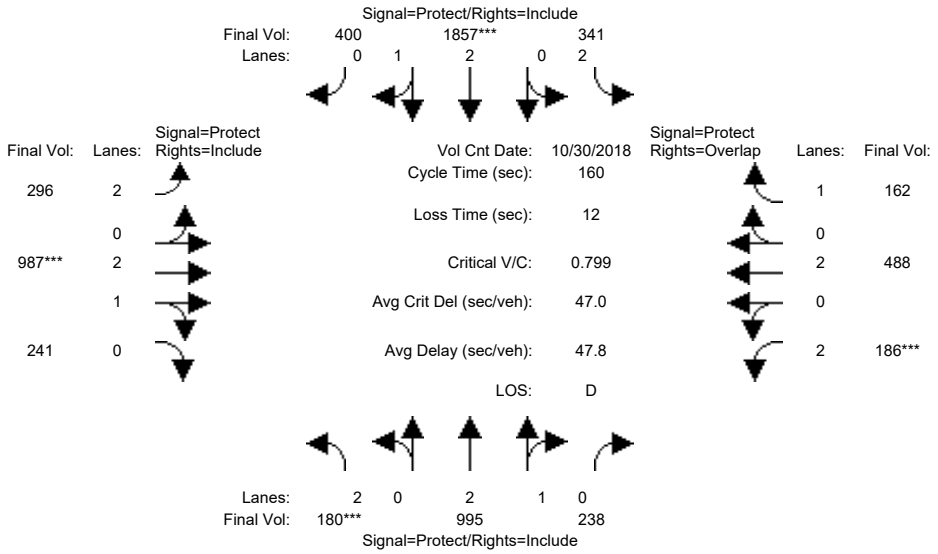
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #38: Sunnyvale-Saratoga Rd & Fremont Ave



Street Name:	Sunnyvale-Saratoga Rd						Fremont 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: 30 Oct 2018 << 5:15 PM - 6:15 PM												
Base Vol:	180	995	238	341	1857	400	296	987	241	186	488	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	995	238	341	1857	400	296	987	241	186	488	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	995	238	341	1857	400	296	987	241	186	488	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	995	238	341	1857	400	296	987	241	186	488	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	995	238	341	1857	400	296	987	241	186	488	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	995	238	341	1857	400	296	987	241	186	488	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.40	0.60	2.00	2.45	0.55	2.00	2.39	0.61	2.00	2.00	1.00
Final Sat.:	3150	4518	1081	3150	4606	992	3150	4500	1099	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.40	0.40	0.09	0.22	0.22	0.06	0.13	0.09
Crit Moves:	****				****			****			****	
Green Time:	11.4	61.8	61.8	30.4	80.8	80.8	23.6	43.9	43.9	11.8	32.2	62.6
Volume/Cap:	0.80	0.57	0.57	0.57	0.80	0.80	0.64	0.80	0.80	0.80	0.64	0.24
Uniform Del:	73.1	38.6	38.6	58.9	32.9	32.9	64.2	53.9	53.9	72.9	58.6	32.7
IncremntDel:	17.9	0.4	0.4	1.3	1.7	1.7	3.0	3.0	3.0	17.4	1.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.1	39.0	39.0	60.2	34.5	34.5	67.2	57.0	57.0	90.3	60.4	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	39.0	39.0	60.2	34.5	34.5	67.2	57.0	57.0	90.3	60.4	32.8
LOS by Move:	F	D+	D+	E	C-	C-	E	E+	E+	F	E	C-
HCM2kAvgQ:	5	15	15	9	30	30	8	19	19	6	11	5

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

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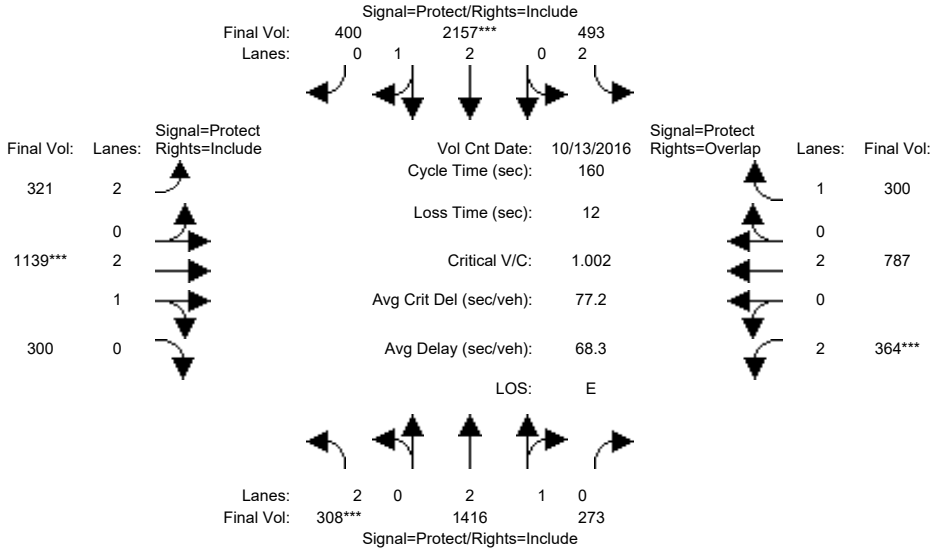
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #38: Sunnyvale-Saratoga Rd & Fremont Ave



Street Name:	Sunnyvale-Saratoga Rd						Fremont 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 Oct 2016 << 5:15 PM - 6:15 PM												
Base Vol:	308	1416	273	493	2157	400	321	1139	300	364	787	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	1416	273	493	2157	400	321	1139	300	364	787	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	1416	273	493	2157	400	321	1139	300	364	787	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	1416	273	493	2157	400	321	1139	300	364	787	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1416	273	493	2157	400	321	1139	300	364	787	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1416	273	493	2157	400	321	1139	300	364	787	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.50	0.50	2.00	2.51	0.49	2.00	2.35	0.65	2.00	2.00	1.00
Final Sat.:	3150	4694	905	3150	4723	876	3150	4431	1167	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.16	0.46	0.46	0.10	0.26	0.26	0.12	0.21	0.17
Crit Moves:	****				****			****			****	
Green Time:	15.6	58.3	58.3	30.2	72.9	72.9	19.6	41.0	41.0	18.4	39.9	70.1
Volume/Cap:	1.00	0.83	0.83	0.83	1.00	1.00	0.83	1.00	1.00	1.00	0.83	0.39
Uniform Del:	72.2	46.3	46.3	62.4	43.5	43.5	68.6	59.5	59.5	70.8	56.9	30.5
IncremntDel:	51.9	3.0	3.0	9.4	18.4	18.4	14.1	24.3	24.3	47.8	6.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.1	49.3	49.3	71.8	61.9	61.9	82.7	83.8	83.8	118.6	63.2	30.8
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:	124.1	49.3	49.3	71.8	61.9	61.9	82.7	83.8	83.8	118.6	63.2	30.8
LOS by Move:	F	D	D	E	E	E	F	F	F	F	E	C
HCM2kAvgQ:	10	24	24	13	42	42	9	26	26	13	19	10

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

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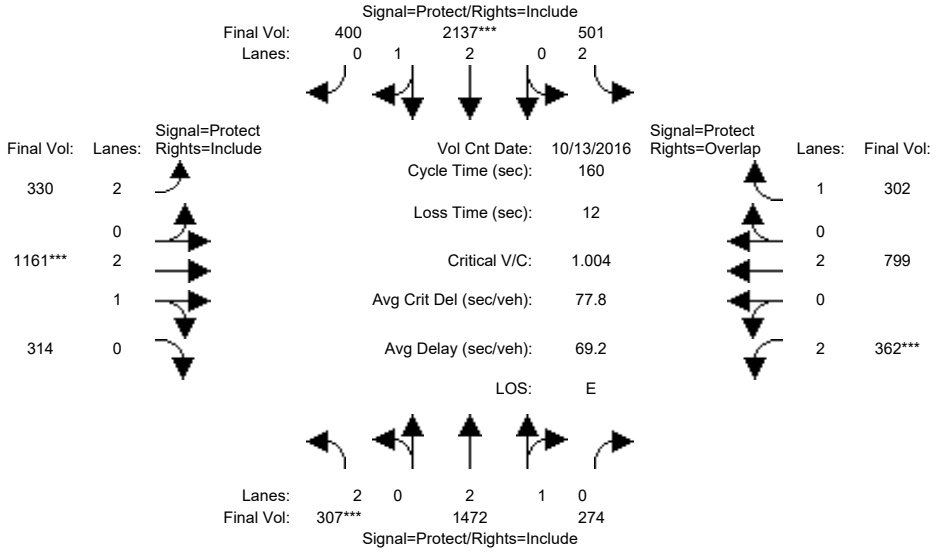
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #38: Sunnyvale-Saratoga Rd & Fremont Ave



Street Name:	Sunnyvale-Saratoga Rd						Fremont 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 Oct 2016 << 5:15 PM - 6:15 PM												
Base Vol:	307	1472	274	501	2137	400	330	1161	314	362	799	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	1472	274	501	2137	400	330	1161	314	362	799	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1472	274	501	2137	400	330	1161	314	362	799	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1472	274	501	2137	400	330	1161	314	362	799	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1472	274	501	2137	400	330	1161	314	362	799	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1472	274	501	2137	400	330	1161	314	362	799	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.51	0.49	2.00	2.51	0.49	2.00	2.34	0.66	2.00	2.00	1.00
Final Sat.:	3150	4720	879	3150	4716	883	3150	4406	1192	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.16	0.45	0.45	0.10	0.26	0.26	0.11	0.21	0.17
Crit Moves:	****				****			****			****	
Green Time:	15.5	58.1	58.1	29.6	72.2	72.2	20.0	42.0	42.0	18.3	40.2	69.9
Volume/Cap:	1.00	0.86	0.86	0.86	1.00	1.00	0.84	1.00	1.00	1.00	0.84	0.40
Uniform Del:	72.2	47.2	47.2	63.2	43.9	43.9	68.4	59.0	59.0	70.8	56.8	30.7
IncremntDel:	52.6	3.9	3.9	12.2	18.9	18.9	14.4	24.5	24.5	48.5	6.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.8	51.1	51.1	75.4	62.9	62.9	82.7	83.5	83.5	119.3	63.3	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:	124.8	51.1	51.1	75.4	62.9	62.9	82.7	83.5	83.5	119.3	63.3	31.0
LOS by Move:	F	D-	D-	E-	E	E	F	F	F	F	E	C
HCM2kAvgQ:	9	25	25	13	41	41	9	26	26	13	19	10

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

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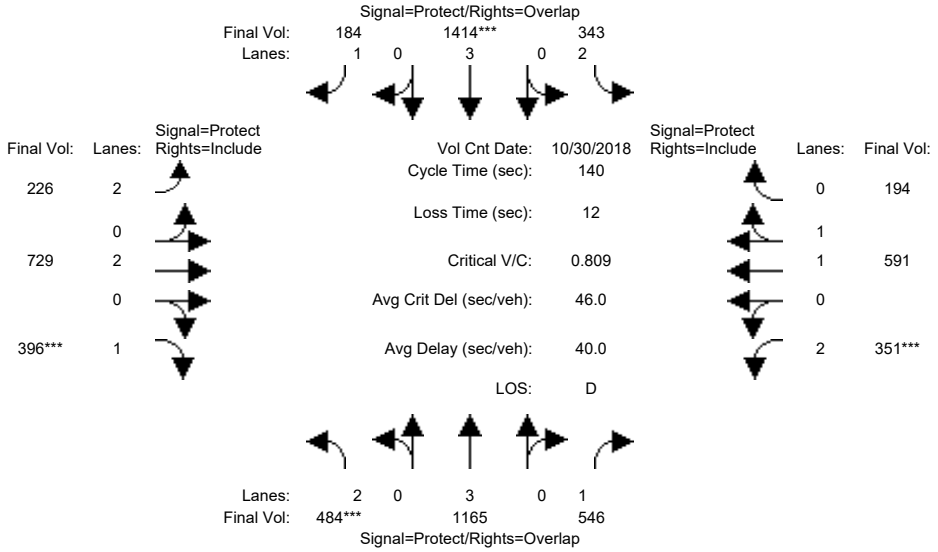
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #39: Sunnyvale-Saratoga Rd & Homestead Rd



Street Name:	Sunnyvale-Saratoga Rd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 PM - 6:30 PM												
Base Vol:	484	1165	546	343	1414	184	226	729	396	351	591	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	1165	546	343	1414	184	226	729	396	351	591	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	1165	546	343	1414	184	226	729	396	351	591	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	1165	546	343	1414	184	226	729	396	351	591	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	1165	546	343	1414	184	226	729	396	351	591	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	1165	546	343	1414	184	226	729	396	351	591	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2785	914
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.31	0.11	0.25	0.11	0.07	0.19	0.23	0.11	0.21	0.21
Crit Moves:	****				****				****	****		
Green Time:	26.6	45.4	64.7	24.2	42.9	57.7	14.8	39.2	39.2	19.3	43.7	43.7
Volume/Cap:	0.81	0.63	0.68	0.63	0.81	0.26	0.68	0.69	0.81	0.81	0.68	0.68
Uniform Del:	54.3	40.2	29.5	53.8	44.7	27.0	60.3	44.9	46.9	58.6	42.1	42.1
IncremntDel:	8.1	0.7	2.3	2.4	2.9	0.2	5.6	1.9	9.7	10.8	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.84	0.68	0.43	0.86	0.71	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.9	28.1	14.9	48.7	34.5	14.6	66.0	46.8	56.6	69.4	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	28.1	14.9	48.7	34.5	14.6	66.0	46.8	56.6	69.4	43.7	43.7
LOS by Move:	D-	C	B	D	C-	B	E	D	E+	E	D	D
HCM2kAvgQ:	14	12	13	7	17	3	5	12	15	9	13	13

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

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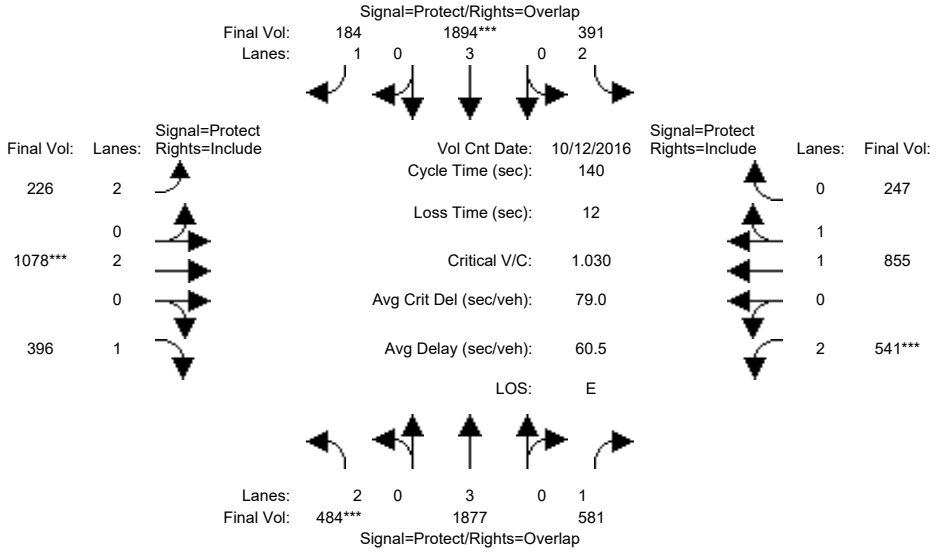
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #39: Sunnyvale-Saratoga Rd & Homestead Rd



Street Name:	Sunnyvale-Saratoga Rd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 PM - 6:15 PM												
Base Vol:	484	1877	581	391	1894	184	226	1078	396	541	855	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	1877	581	391	1894	184	226	1078	396	541	855	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	1877	581	391	1894	184	226	1078	396	541	855	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	1877	581	391	1894	184	226	1078	396	541	855	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	1877	581	391	1894	184	226	1078	396	541	855	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	1877	581	391	1894	184	226	1078	396	541	855	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2870	829
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.12	0.33	0.11	0.07	0.28	0.23	0.17	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	20.9	48.0	71.3	18.1	45.2	57.2	12.0	38.6	38.6	23.4	49.9	49.9
Volume/Cap:	1.03	0.96	0.65	0.96	1.03	0.26	0.84	1.03	0.82	1.03	0.84	0.84
Uniform Del:	59.6	45.1	25.2	60.6	47.4	27.4	63.0	50.7	47.5	58.3	41.3	41.3
IncremntDel:	49.3	12.4	1.7	34.4	29.0	0.2	19.7	35.7	10.8	47.1	4.8	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.65	0.31	0.90	0.68	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	101.9	41.8	9.5	89.0	61.3	15.0	82.7	86.4	58.3	105.4	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.9	41.8	9.5	89.0	61.3	15.0	82.7	86.4	58.3	105.4	46.1	46.1
LOS by Move:	F	D	A	F	E	B	F	F	E+	F	D	D
HCM2kAvgQ:	18	31	10	10	28	3	5	24	15	16	19	19

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

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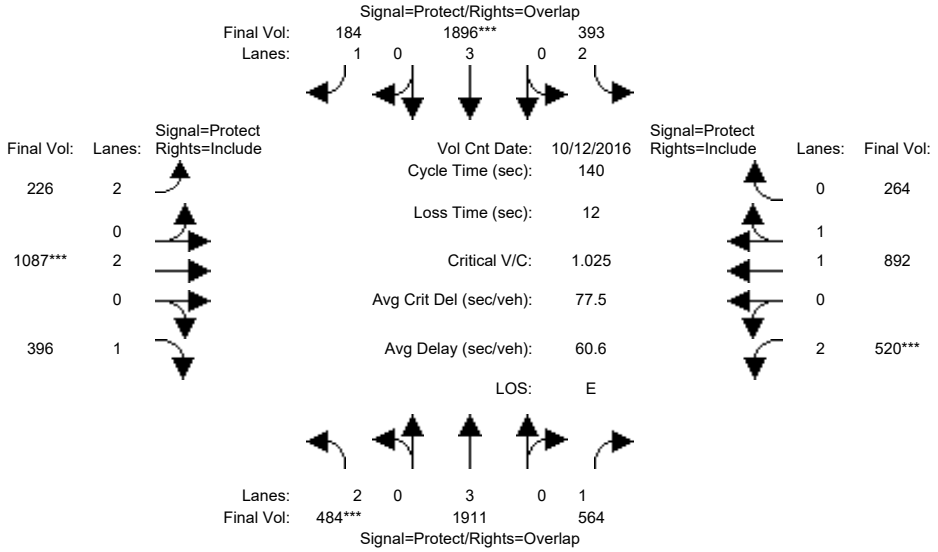
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #39: Sunnyvale-Saratoga Rd & Homestead Rd



Street Name:	Sunnyvale-Saratoga Rd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 PM - 6:15 PM												
Base Vol:	484	1911	564	393	1896	184	226	1087	396	520	892	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	1911	564	393	1896	184	226	1087	396	520	892	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	1911	564	393	1896	184	226	1087	396	520	892	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	1911	564	393	1896	184	226	1087	396	520	892	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	1911	564	393	1896	184	226	1087	396	520	892	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	1911	564	393	1896	184	226	1087	396	520	892	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.53	0.47
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2854	845
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.32	0.12	0.33	0.11	0.07	0.29	0.23	0.17	0.31	0.31
Crit Moves:	****				****			****			****	
Green Time:	21.0	48.4	70.9	18.0	45.4	56.9	11.5	39.1	39.1	22.5	50.1	50.1
Volume/Cap:	1.03	0.97	0.64	0.97	1.03	0.26	0.87	1.03	0.81	1.03	0.87	0.87
Uniform Del:	59.5	45.1	25.1	60.7	47.3	27.5	63.5	50.5	47.0	58.7	42.0	42.0
IncremntDel:	48.0	13.9	1.5	36.7	27.6	0.2	26.2	34.3	9.9	46.6	6.7	6.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.65	0.32	0.90	0.68	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.5	43.1	9.5	91.5	59.8	15.2	89.7	84.7	56.9	105.3	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.5	43.1	9.5	91.5	59.8	15.2	89.7	84.7	56.9	105.3	48.7	48.7
LOS by Move:	F	D	A	F	E+	B	F	F	E+	F	D	D
HCM2kAvgQ:	18	32	10	10	28	3	5	24	15	15	20	20

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

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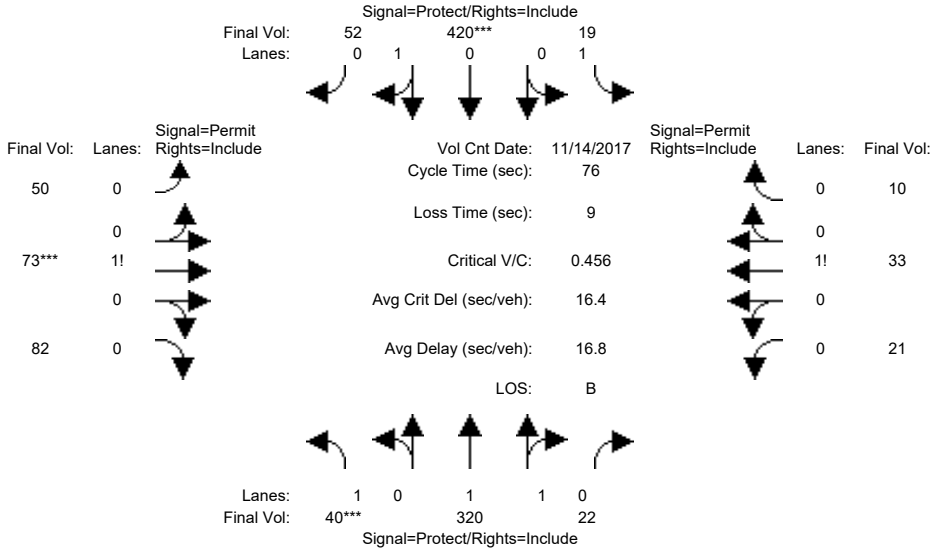
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #40: Sunnyvale Ave & McKinley Ave



Street Name:	Sunnyvale Ave						McKinley 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: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	40	320	22	19	420	52	50	73	82	21	33	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:	40	320	22	19	420	52	50	73	82	21	33	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:	40	320	22	19	420	52	50	73	82	21	33	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:	40	320	22	19	420	52	50	73	82	21	33	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	320	22	19	420	52	50	73	82	21	33	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	320	22	19	420	52	50	73	82	21	33	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	0.89	0.11	0.24	0.36	0.40	0.33	0.51	0.16
Final Sat.:	1750	3462	238	1750	1602	198	427	623	700	574	902	273
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.01	0.26	0.26	0.12	0.12	0.12	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	28.5	28.5	20.0	41.5	41.5	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.25	0.25	0.25	0.04	0.48	0.48	0.48	0.48	0.48	0.15	0.15	0.15
Uniform Del:	32.1	16.3	16.3	20.9	10.6	10.6	24.6	24.6	24.6	22.6	22.6	22.6
IncremntDel:	0.8	0.1	0.1	0.0	0.4	0.4	0.9	0.9	0.9	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.9	16.4	16.4	20.9	11.0	11.0	25.5	25.5	25.5	22.7	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	16.4	16.4	20.9	11.0	11.0	25.5	25.5	25.5	22.7	22.7	22.7
LOS by Move:	C-	B	B	C+	B+	B+	C	C	C	C+	C+	C+
HCM2kAvgQ:	1	3	3	0	7	7	5	5	5	1	1	1

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

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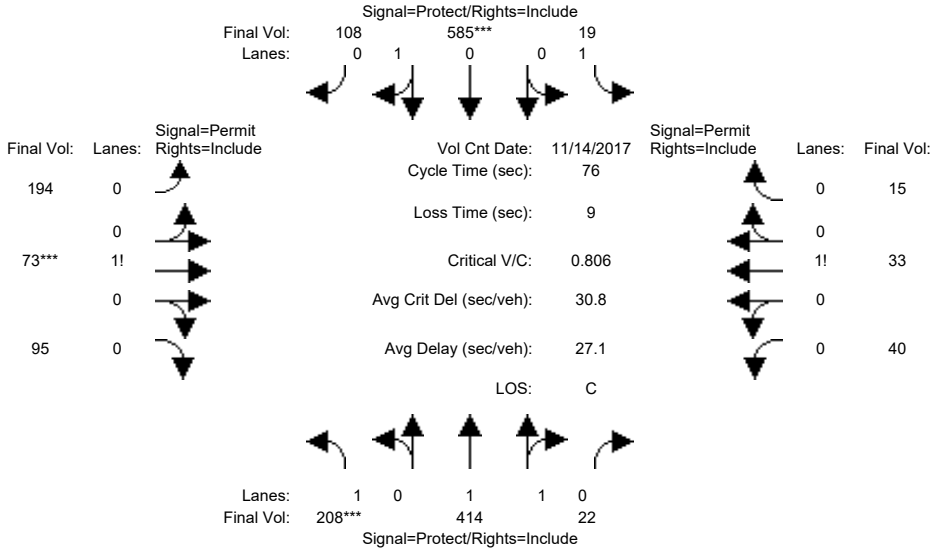
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #40: Sunnyvale Ave & McKinley Ave



Street Name:	Sunnyvale Ave						McKinley 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: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	208	414	22	19	585	108	194	73	95	40	33	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:	208	414	22	19	585	108	194	73	95	40	33	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:	208	414	22	19	585	108	194	73	95	40	33	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:	208	414	22	19	585	108	194	73	95	40	33	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	414	22	19	585	108	194	73	95	40	33	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	414	22	19	585	108	194	73	95	40	33	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	0.84	0.16	0.54	0.20	0.26	0.45	0.38	0.17
Final Sat.:	1750	3513	187	1750	1519	281	938	353	459	795	656	298
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.39	0.39	0.21	0.21	0.21	0.05	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	11.2	27.9	27.9	19.6	36.3	36.3	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.81	0.32	0.32	0.04	0.81	0.81	0.81	0.81	0.81	0.20	0.20	0.20
Uniform Del:	31.3	17.2	17.2	21.2	16.9	16.9	26.5	26.5	26.5	22.1	22.1	22.1
IncremntDel:	16.8	0.1	0.1	0.0	5.6	5.6	10.3	10.3	10.3	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.1	17.4	17.4	21.2	22.5	22.5	36.8	36.8	36.8	22.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	17.4	17.4	21.2	22.5	22.5	36.8	36.8	36.8	22.3	22.3	22.3
LOS by Move:	D	B	B	C+	C+	C+	D+	D+	D+	C+	C+	C+
HCM2kAvgQ:	8	4	4	0	17	17	11	11	11	2	2	2

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

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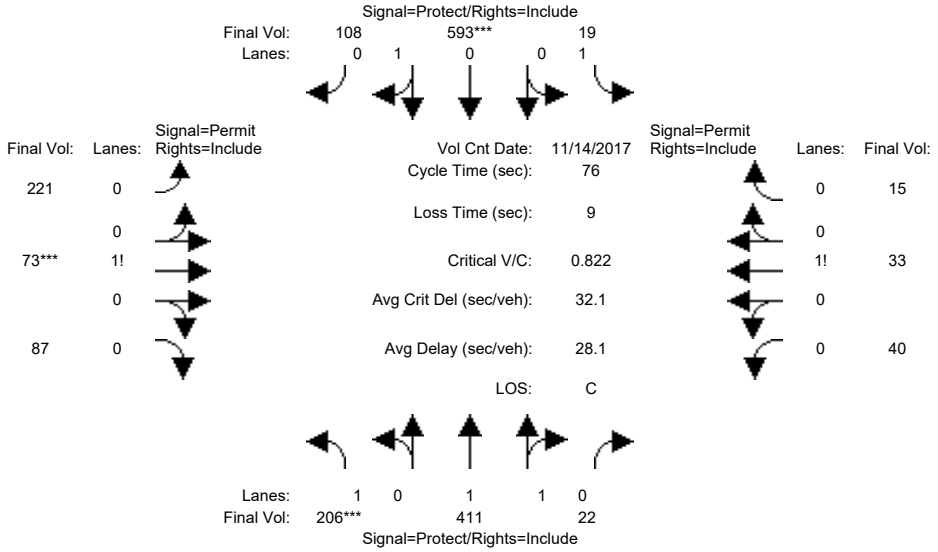
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #40: Sunnyvale Ave & McKinley Ave



Street Name:	Sunnyvale Ave						McKinley 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: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	206	411	22	19	593	108	221	73	87	40	33	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:	206	411	22	19	593	108	221	73	87	40	33	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:	206	411	22	19	593	108	221	73	87	40	33	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:	206	411	22	19	593	108	221	73	87	40	33	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	411	22	19	593	108	221	73	87	40	33	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	411	22	19	593	108	221	73	87	40	33	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	0.85	0.15	0.58	0.19	0.23	0.45	0.38	0.17
Final Sat.:	1750	3512	188	1750	1523	277	1015	335	400	795	656	298
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.39	0.39	0.22	0.22	0.22	0.05	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	10.9	27.6	27.6	19.3	36.0	36.0	20.1	20.1	20.1	20.1	20.1	20.1
Volume/Cap:	0.82	0.32	0.32	0.04	0.82	0.82	0.82	0.82	0.82	0.19	0.19	0.19
Uniform Del:	31.6	17.5	17.5	21.4	17.2	17.2	26.3	26.3	26.3	21.6	21.6	21.6
IncremntDel:	19.2	0.1	0.1	0.0	6.5	6.5	11.3	11.3	11.3	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.8	17.6	17.6	21.4	23.7	23.7	37.5	37.5	37.5	21.8	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	17.6	17.6	21.4	23.7	23.7	37.5	37.5	37.5	21.8	21.8	21.8
LOS by Move:	D	B	B	C+	C	C	D+	D+	D+	C+	C+	C+
HCM2kAvgQ:	8	4	4	0	17	17	12	12	12	2	2	2

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

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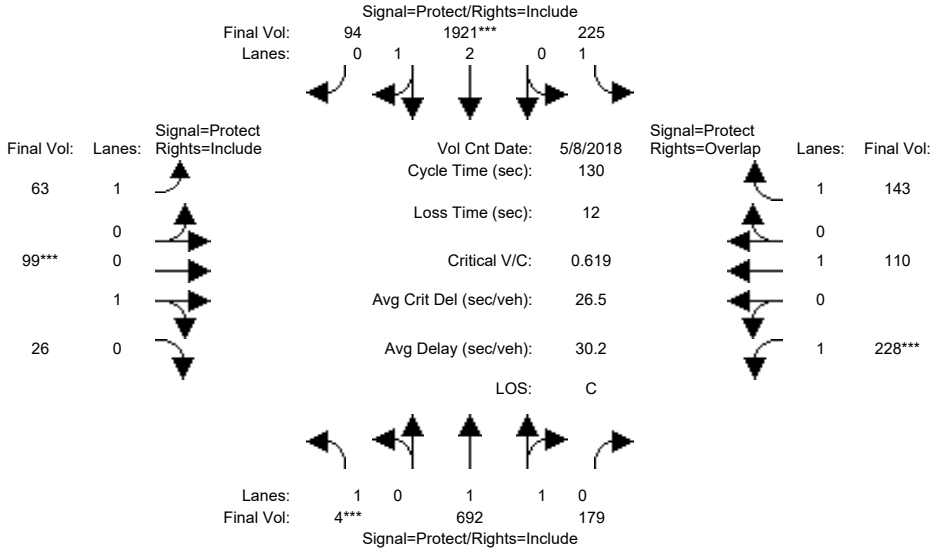
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #41: Fair Oaks Ave & Duane Ave



Street Name:	Fair Oaks Ave						Duane 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: 8 May 2018 << 5:00 PM - 6:00 PM												
Base Vol:	4	692	179	225	1921	94	63	99	26	228	110	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:	4	692	179	225	1921	94	63	99	26	228	110	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:	4	692	179	225	1921	94	63	99	26	228	110	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:	4	692	179	225	1921	94	63	99	26	228	110	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	692	179	225	1921	94	63	99	26	228	110	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:	4	692	179	225	1921	94	63	99	26	228	110	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	2.85	0.15	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	2939	760	1750	5338	261	1750	1426	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.13	0.36	0.36	0.04	0.07	0.07	0.13	0.06	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.0	50.7	50.7	27.7	71.4	71.4	16.3	13.8	13.8	25.8	23.3	51.0
Volume/Cap:	0.04	0.60	0.60	0.60	0.66	0.66	0.29	0.66	0.66	0.66	0.32	0.21
Uniform Del:	58.3	31.6	31.6	46.2	20.6	20.6	51.6	55.8	55.8	48.0	46.5	26.1
IncremntDel:	0.2	0.7	0.7	2.8	0.5	0.5	0.7	8.0	8.0	4.5	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.5	32.4	32.4	49.0	21.2	21.2	52.3	63.8	63.8	52.5	47.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	32.4	32.4	49.0	21.2	21.2	52.3	63.8	63.8	52.5	47.0	26.3
LOS by Move:	E+	C-	C-	D	C+	C+	D-	E	E	D-	D	C
HCM2kAvgQ:	0	14	14	9	19	19	3	6	6	10	4	4

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

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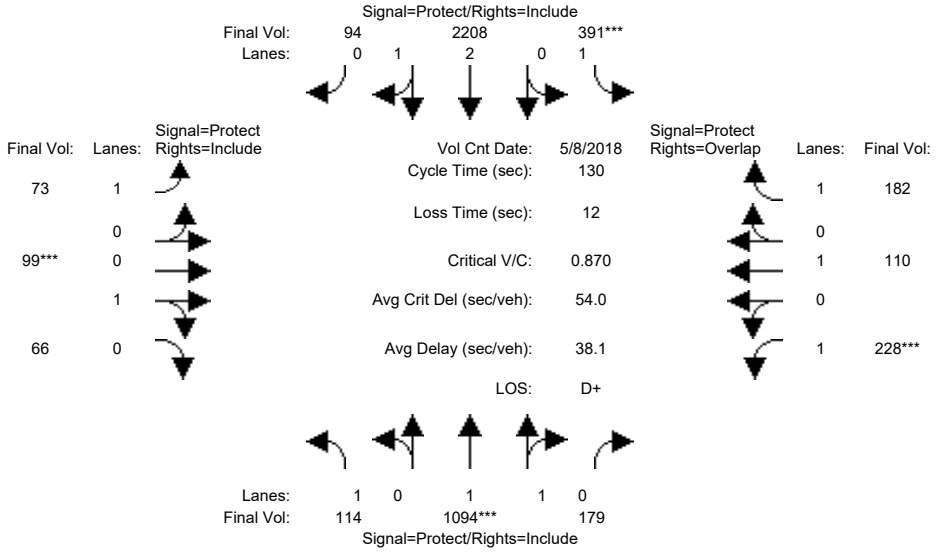
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #41: Fair Oaks Ave & Duane Ave



Street Name:	Fair Oaks Ave						Duane 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: 8 May 2018 << 5:00 PM - 6:00 PM												
Base Vol:	114	1094	179	391	2208	94	73	99	66	228	110	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1094	179	391	2208	94	73	99	66	228	110	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1094	179	391	2208	94	73	99	66	228	110	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1094	179	391	2208	94	73	99	66	228	110	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1094	179	391	2208	94	73	99	66	228	110	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1094	179	391	2208	94	73	99	66	228	110	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	2.87	0.13	1.00	0.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	3179	520	1750	5371	229	1750	1080	720	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.22	0.41	0.41	0.04	0.09	0.09	0.13	0.06	0.10
Crit Moves:		****		****				****		****		
Green Time:	11.6	51.4	51.4	33.4	73.2	73.2	13.7	13.7	13.7	19.5	19.5	52.9
Volume/Cap:	0.73	0.87	0.87	0.87	0.73	0.73	0.40	0.87	0.87	0.87	0.39	0.26
Uniform Del:	57.7	36.2	36.2	46.2	21.1	21.1	54.3	57.3	57.3	54.0	49.8	25.5
IncremntDel:	16.0	5.9	5.9	16.5	0.9	0.9	1.4	32.3	32.3	25.3	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.7	42.1	42.1	62.7	21.9	21.9	55.7	89.6	89.6	79.4	50.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	42.1	42.1	62.7	21.9	21.9	55.7	89.6	89.6	79.4	50.7	25.7
LOS by Move:	E	D	D	E	C+	C+	E+	F	F	E-	D	C
HCM2kAvgQ:	5	25	25	17	23	23	3	10	10	12	4	5

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

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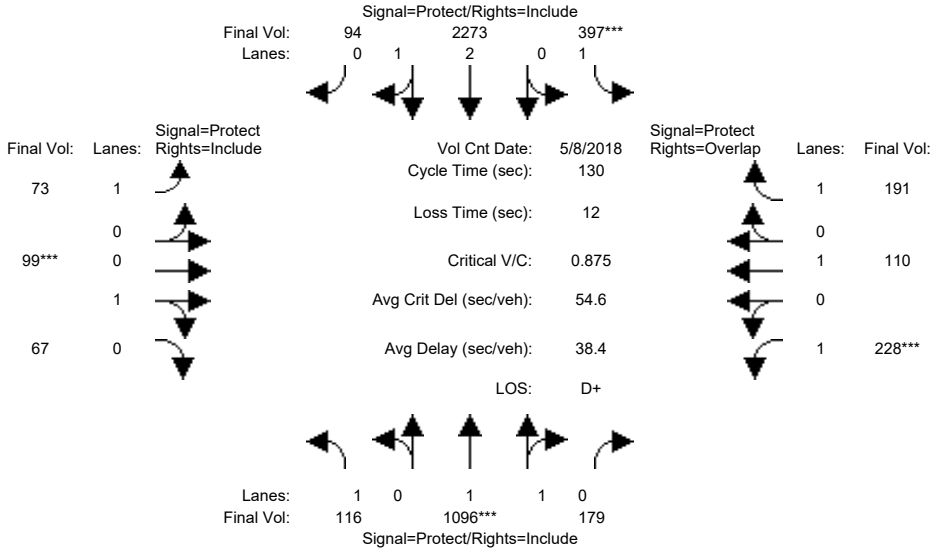
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #41: Fair Oaks Ave & Duane Ave



Street Name:	Fair Oaks Ave						Duane 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: 8 May 2018 << 5:00 PM - 6:00 PM												
Base Vol:	116	1096	179	397	2273	94	73	99	67	228	110	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1096	179	397	2273	94	73	99	67	228	110	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1096	179	397	2273	94	73	99	67	228	110	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	1096	179	397	2273	94	73	99	67	228	110	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1096	179	397	2273	94	73	99	67	228	110	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1096	179	397	2273	94	73	99	67	228	110	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	2.88	0.12	1.00	0.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	3180	519	1750	5377	222	1750	1073	727	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.23	0.42	0.42	0.04	0.09	0.09	0.13	0.06	0.11
Crit Moves:		****		****				****		****		
Green Time:	11.5	51.2	51.2	33.7	73.4	73.4	13.6	13.7	13.7	19.4	19.5	53.2
Volume/Cap:	0.75	0.87	0.87	0.87	0.75	0.75	0.40	0.87	0.87	0.87	0.39	0.27
Uniform Del:	57.8	36.4	36.4	46.1	21.3	21.3	54.4	57.3	57.3	54.1	49.9	25.5
IncremntDel:	18.1	6.2	6.2	17.0	1.0	1.0	1.4	33.3	33.3	26.3	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.9	42.6	42.6	63.1	22.3	22.3	55.8	90.6	90.6	80.4	50.8	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	42.6	42.6	63.1	22.3	22.3	55.8	90.6	90.6	80.4	50.8	25.7
LOS by Move:	E-	D	D	E	C+	C+	E+	F	F	F	D	C
HCM2kAvgQ:	5	26	26	17	24	24	3	10	10	13	4	5

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

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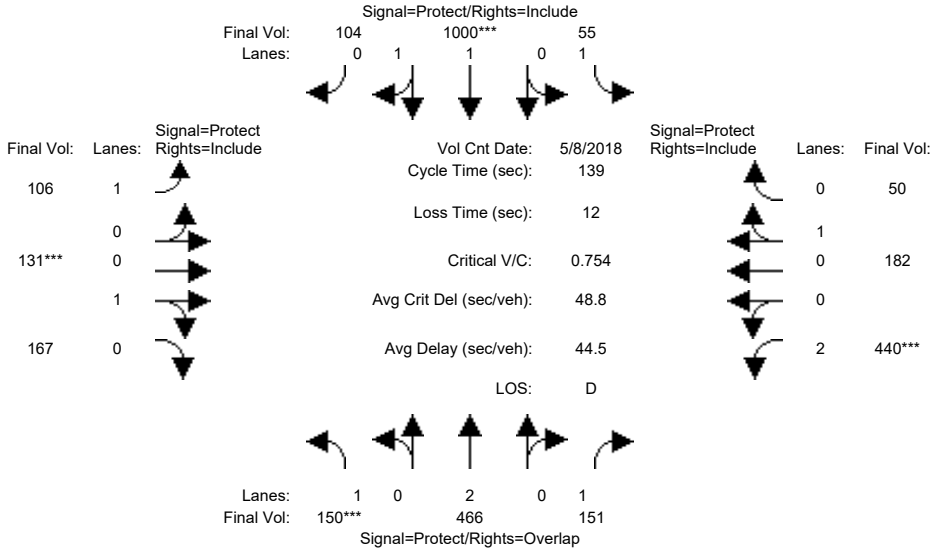
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 5:15 PM - 6:15 PM												
Base Vol:	150	466	151	55	1000	104	106	131	167	440	182	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	466	151	55	1000	104	106	131	167	440	182	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	466	151	55	1000	104	106	131	167	440	182	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	466	151	55	1000	104	106	131	167	440	182	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	466	151	55	1000	104	106	131	167	440	182	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	466	151	55	1000	104	106	131	167	440	182	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	0.44	0.56	2.00	0.78	0.22
Final Sat.:	1750	3800	1750	1750	3351	349	1750	791	1009	3150	1412	388
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.09	0.03	0.30	0.30	0.06	0.17	0.17	0.14	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	15.8	50.2	75.9	20.6	55.0	55.0	18.0	30.5	30.5	25.7	38.3	38.3
Volume/Cap:	0.75	0.34	0.16	0.21	0.75	0.75	0.47	0.75	0.75	0.75	0.47	0.47
Uniform Del:	59.7	32.4	15.7	52.1	36.2	36.2	56.1	50.7	50.7	53.6	41.9	41.9
IncremntDel:	15.1	0.1	0.1	0.4	2.3	2.3	1.5	8.0	8.0	5.6	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.8	32.5	15.8	52.5	38.5	38.5	57.6	58.8	58.8	59.2	42.6	42.6
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:	74.8	32.5	15.8	52.5	38.5	38.5	57.6	58.8	58.8	59.2	42.6	42.6
LOS by Move:	E	C-	B	D-	D+	D+	E+	E+	E+	E+	D	D
HCM2kAvgQ:	7	7	3	2	22	22	5	14	14	11	8	8

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

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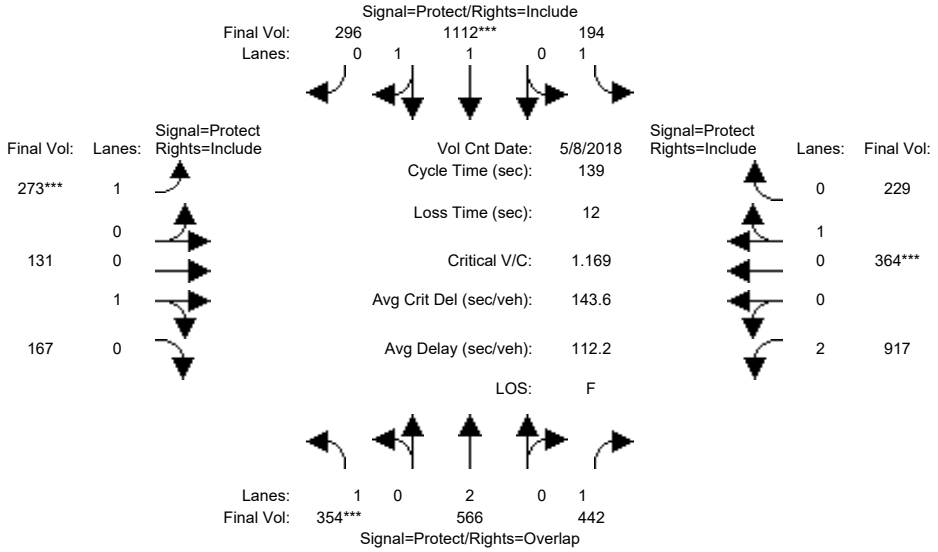
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 5:15 PM - 6:15 PM												
Base Vol:	354	566	442	194	1112	296	273	131	167	917	364	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	566	442	194	1112	296	273	131	167	917	364	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	566	442	194	1112	296	273	131	167	917	364	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	566	442	194	1112	296	273	131	167	917	364	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	566	442	194	1112	296	273	131	167	917	364	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	566	442	194	1112	296	273	131	167	917	364	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	1.00	0.44	0.56	2.00	0.61	0.39
Final Sat.:	1750	3800	1750	1750	2922	778	1750	791	1009	3150	1105	695
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.25	0.11	0.38	0.38	0.16	0.17	0.17	0.29	0.33	0.33
Crit Moves:	****				****		****				****	
Green Time:	24.0	39.7	76.5	29.6	45.2	45.2	18.5	20.9	20.9	36.8	39.2	39.2
Volume/Cap:	1.17	0.52	0.46	0.52	1.17	1.17	1.17	1.10	1.10	1.10	1.17	1.17
Uniform Del:	57.5	41.7	18.8	48.4	46.9	46.9	60.2	59.0	59.0	51.1	49.9	49.9
IncremntDel:	105.8	0.5	0.3	1.3	85.4	85.4	112.3	84.1	84.1	62.2	95.7	95.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	163.2	42.1	19.1	49.8	132	132.3	172.5	143	143.1	113.3	146	145.6
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:	163.2	42.1	19.1	49.8	132	132.3	172.5	143	143.1	113.3	146	145.6
LOS by Move:	F	D	B-	D	F	F	F	F	F	F	F	F
HCM2kAvgQ:	24	10	12	8	46	46	21	20	20	31	38	38

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

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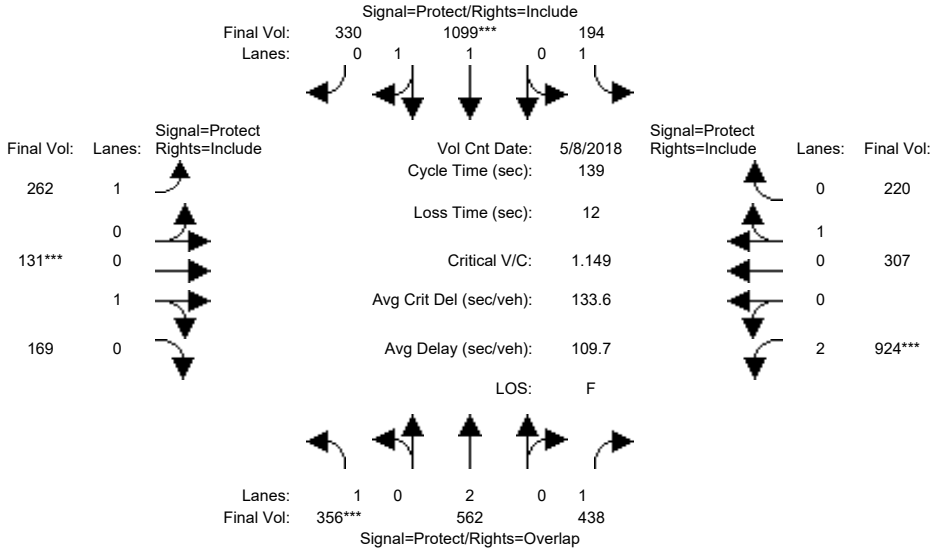
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 5:15 PM - 6:15 PM												
Base Vol:	356	562	438	194	1099	330	262	131	169	924	307	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	562	438	194	1099	330	262	131	169	924	307	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	562	438	194	1099	330	262	131	169	924	307	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	562	438	194	1099	330	262	131	169	924	307	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	562	438	194	1099	330	262	131	169	924	307	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	562	438	194	1099	330	262	131	169	924	307	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	0.44	0.56	2.00	0.58	0.42
Final Sat.:	1750	3800	1750	1750	2845	854	1750	786	1014	3150	1049	751
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.25	0.11	0.39	0.39	0.15	0.17	0.17	0.29	0.29	0.29
Crit Moves:	****				****			****			****	
Green Time:	24.6	40.8	76.3	30.6	46.7	46.7	18.8	20.2	20.2	35.5	36.8	36.8
Volume/Cap:	1.15	0.50	0.46	0.50	1.15	1.15	1.11	1.15	1.15	1.15	1.11	1.11
Uniform Del:	57.2	40.7	18.9	47.6	46.1	46.1	60.1	59.4	59.4	51.8	51.1	51.1
IncremntDel:	97.7	0.4	0.3	1.1	76.8	76.8	89.5	102	102.0	81.3	73.0	73.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	154.9	41.1	19.2	48.6	123	122.9	149.6	161	161.4	133.0	124	124.1
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:	154.9	41.1	19.2	48.6	123	122.9	149.6	161	161.4	133.0	124	124.1
LOS by Move:	F	D	B-	D	F	F	F	F	F	F	F	F
HCM2kAvgQ:	24	10	12	8	46	46	19	22	22	33	31	31

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

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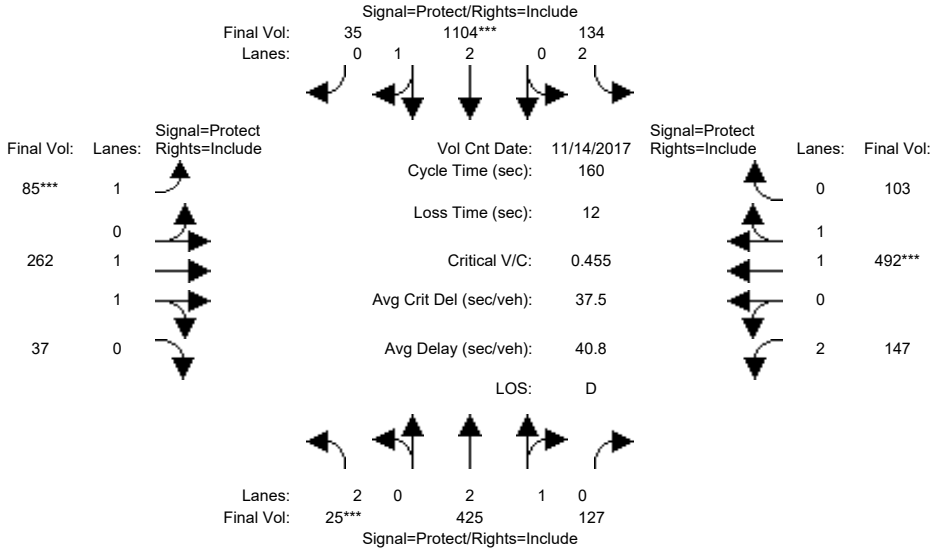
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	25	425	127	134	1104	35	85	262	37	147	492	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	425	127	134	1104	35	85	262	37	147	492	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	425	127	134	1104	35	85	262	37	147	492	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	425	127	134	1104	35	85	262	37	147	492	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	425	127	134	1104	35	85	262	37	147	492	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	425	127	134	1104	35	85	262	37	147	492	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.28	0.72	2.00	2.90	0.10	1.00	1.75	0.25	2.00	1.64	0.36
Final Sat.:	3150	4310	1288	3150	5428	172	1750	3242	458	3150	3059	640
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.04	0.20	0.20	0.05	0.08	0.08	0.05	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	7.0	53.0	53.0	23.5	69.5	69.5	16.6	45.3	45.3	26.2	54.9	54.9
Volume/Cap:	0.18	0.30	0.30	0.29	0.47	0.47	0.47	0.29	0.29	0.29	0.47	0.47
Uniform Del:	73.7	39.7	39.7	60.8	32.1	32.1	67.6	44.7	44.7	58.7	41.1	41.1
IncremntDel:	0.6	0.1	0.1	0.3	0.1	0.1	1.9	0.2	0.2	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.4	39.8	39.8	61.2	32.3	32.3	69.5	44.8	44.8	59.0	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	39.8	39.8	61.2	32.3	32.3	69.5	44.8	44.8	59.0	41.4	41.4
LOS by Move:	E	D	D	E	C-	C-	E	D	D	E+	D	D
HCM2kAvgQ:	1	6	6	3	13	13	4	5	5	4	11	11

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

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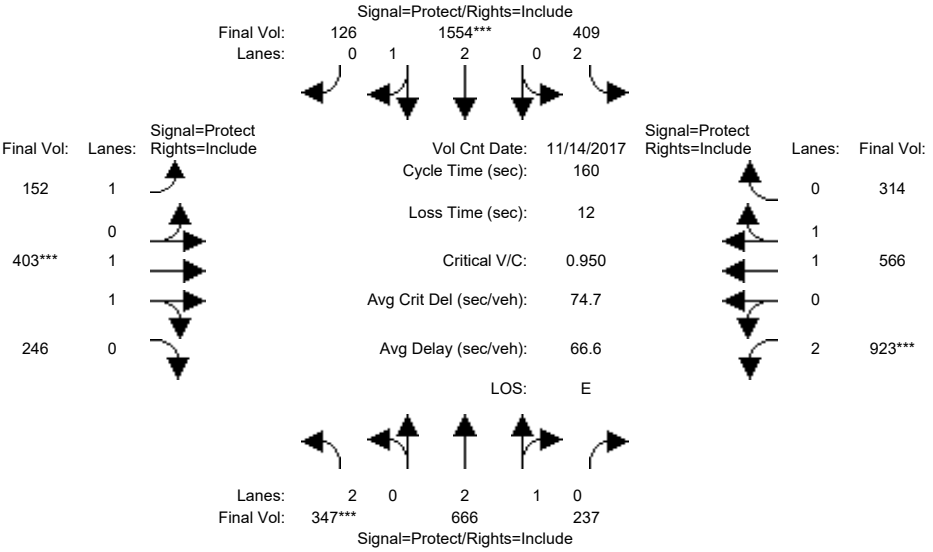
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	347	666	237	409	1554	126	152	403	246	923	566	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	666	237	409	1554	126	152	403	246	923	566	314
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	666	237	409	1554	126	152	403	246	923	566	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	666	237	409	1554	126	152	403	246	923	566	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	666	237	409	1554	126	152	403	246	923	566	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	666	237	409	1554	126	152	403	246	923	566	314
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.18	0.82	2.00	2.77	0.23	1.00	1.22	0.78	2.00	1.27	0.73
Final Sat.:	3150	4128	1469	3150	5179	420	1750	2296	1402	3150	2379	1320
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.13	0.30	0.30	0.09	0.18	0.18	0.29	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	18.6	38.3	38.3	30.8	50.5	50.5	21.1	29.6	29.6	49.4	57.8	57.8
Volume/Cap:	0.95	0.67	0.67	0.67	0.95	0.95	0.66	0.95	0.95	0.95	0.66	0.66
Uniform Del:	70.3	55.2	55.2	59.9	53.5	53.5	66.0	64.5	64.5	54.1	42.8	42.8
IncremntDel:	34.2	1.4	1.4	3.0	11.7	11.7	6.8	22.8	22.8	18.0	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	104.4	56.6	56.6	62.9	65.2	65.2	72.8	87.3	87.3	72.1	44.0	44.0
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:	104.4	56.6	56.6	62.9	65.2	65.2	72.8	87.3	87.3	72.1	44.0	44.0
LOS by Move:	F	E+	E+	E	E	E	E	F	F	E	D	D
HCM2kAvgQ:	12	14	14	11	29	29	7	15	15	29	18	18

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

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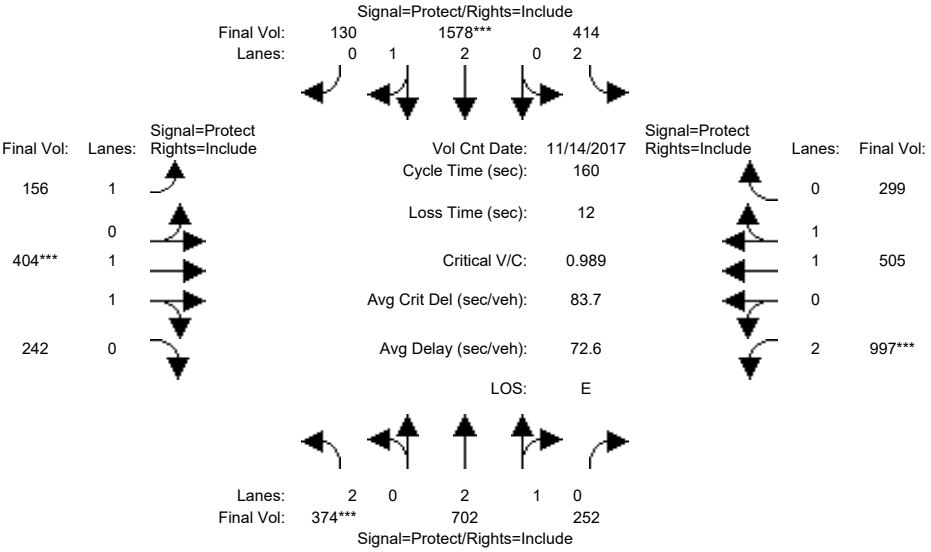
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	374	702	252	414	1578	130	156	404	242	997	505	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	702	252	414	1578	130	156	404	242	997	505	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	702	252	414	1578	130	156	404	242	997	505	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	702	252	414	1578	130	156	404	242	997	505	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	702	252	414	1578	130	156	404	242	997	505	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	702	252	414	1578	130	156	404	242	997	505	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.18	0.82	2.00	2.76	0.24	1.00	1.23	0.77	2.00	1.24	0.76
Final Sat.:	3150	4119	1479	3150	5173	426	1750	2313	1385	3150	2323	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.13	0.31	0.31	0.09	0.17	0.17	0.32	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	19.2	38.7	38.7	29.8	49.3	49.3	23.1	28.3	28.3	51.2	56.3	56.3
Volume/Cap:	0.99	0.70	0.70	0.70	0.99	0.99	0.62	0.99	0.99	0.99	0.62	0.62
Uniform Del:	70.3	55.4	55.4	60.9	55.1	55.1	64.3	65.7	65.7	54.1	42.9	42.9
IncremntDel:	43.2	1.7	1.7	3.9	19.0	19.0	4.6	32.4	32.4	25.6	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	113.5	57.1	57.1	64.8	74.1	74.1	68.9	98.1	98.1	79.7	43.8	43.8
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:	113.5	57.1	57.1	64.8	74.1	74.1	68.9	98.1	98.1	79.7	43.8	43.8
LOS by Move:	F	E+	E+	E	E	E	E	F	F	E-	D	D
HCM2kAvgQ:	13	14	14	11	31	31	7	16	16	33	16	16

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

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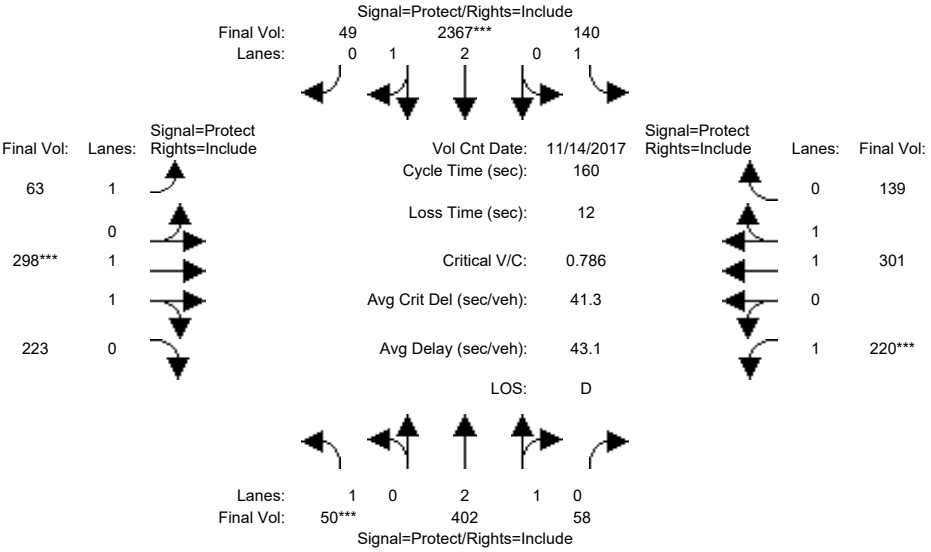
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	50	402	58	140	2367	49	63	298	223	220	301	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	402	58	140	2367	49	63	298	223	220	301	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	402	58	140	2367	49	63	298	223	220	301	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	402	58	140	2367	49	63	298	223	220	301	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	402	58	140	2367	49	63	298	223	220	301	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	402	58	140	2367	49	63	298	223	220	301	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.61	0.39	1.00	2.94	0.06	1.00	1.12	0.88	1.00	1.35	0.65
Final Sat.:	1750	4893	706	1750	5486	114	1750	2115	1583	1750	2530	1168
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.08	0.43	0.43	0.04	0.14	0.14	0.13	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	47.7	47.7	46.4	87.1	87.1	14.5	28.5	28.5	25.4	39.4	39.4
Volume/Cap:	0.65	0.28	0.28	0.28	0.79	0.79	0.40	0.79	0.79	0.79	0.48	0.48
Uniform Del:	75.3	42.9	42.9	43.8	29.2	29.2	68.6	62.9	62.9	64.8	51.6	51.6
IncremntDel:	18.4	0.1	0.1	0.3	1.5	1.5	1.6	6.5	6.5	14.3	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.7	43.0	43.0	44.1	30.7	30.7	70.3	69.5	69.5	79.1	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	43.0	43.0	44.1	30.7	30.7	70.3	69.5	69.5	79.1	52.0	52.0
LOS by Move:	F	D	D	D	C	C	E	E	E	E-	D-	D-
HCM2kAvgQ:	3	6	6	5	32	32	3	13	13	12	9	9

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

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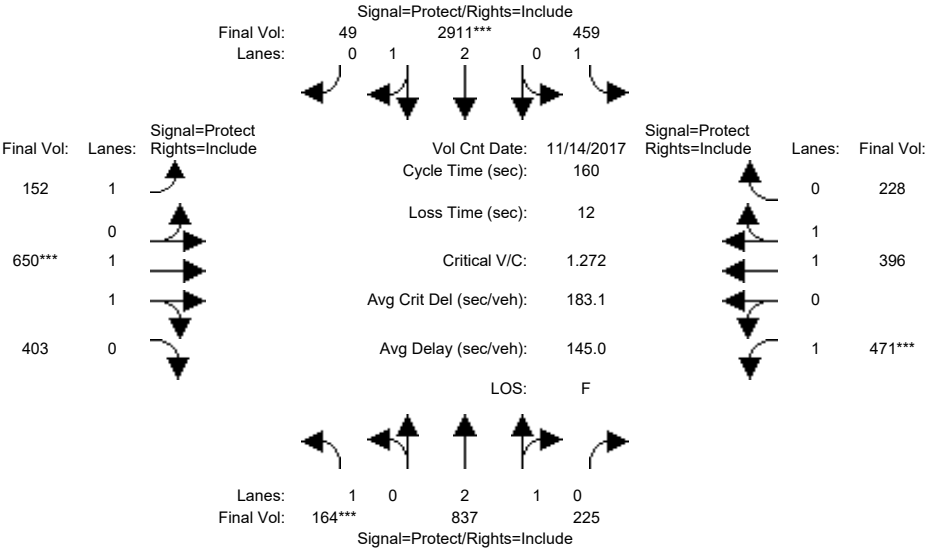
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	164	837	225	459	2911	49	152	650	403	471	396	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	837	225	459	2911	49	152	650	403	471	396	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	837	225	459	2911	49	152	650	403	471	396	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	837	225	459	2911	49	152	650	403	471	396	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	837	225	459	2911	49	152	650	403	471	396	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	837	225	459	2911	49	152	650	403	471	396	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.34	0.66	1.00	2.95	0.05	1.00	1.21	0.79	1.00	1.25	0.75
Final Sat.:	1750	4412	1186	1750	5507	93	1750	2283	1415	1750	2347	1351
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.26	0.53	0.53	0.09	0.28	0.28	0.27	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	11.8	32.9	32.9	45.4	66.5	66.5	23.7	35.8	35.8	33.9	46.0	46.0
Volume/Cap:	1.27	0.92	0.92	0.92	1.27	1.27	0.59	1.27	1.27	1.27	0.59	0.59
Uniform Del:	74.1	62.3	62.3	55.6	46.7	46.7	63.6	62.1	62.1	63.1	48.8	48.8
IncremntDel:	169.3	12.2	12.2	23.0	126	125.7	3.5	132	131.6	141.8	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	243.4	74.6	74.6	78.6	172	172.5	67.1	194	193.7	204.9	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	243.4	74.6	74.6	78.6	172	172.5	67.1	194	193.7	204.9	49.7	49.7
LOS by Move:	F	E	E	E-	F	F	E	F	F	F	D	D
HCM2kAvgQ:	14	19	19	24	73	73	7	41	41	38	13	13

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

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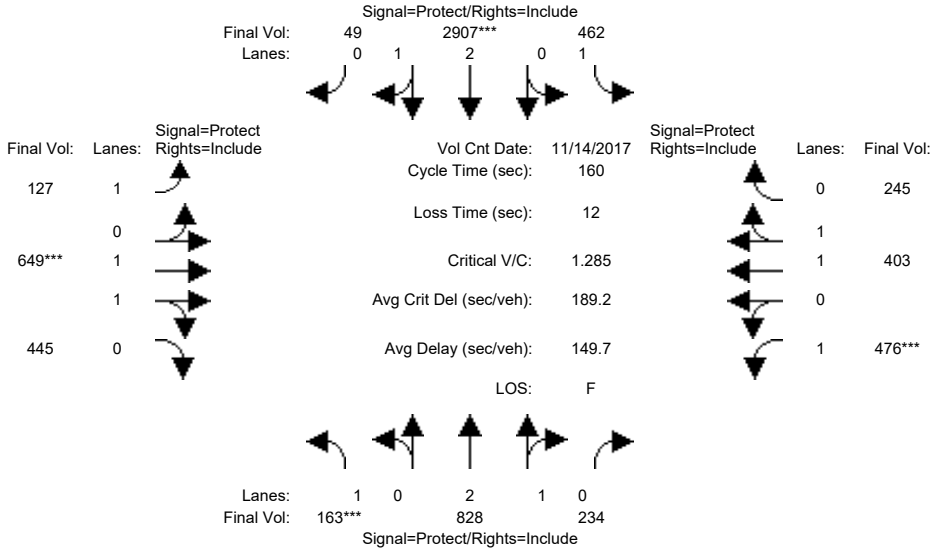
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	163	828	234	462	2907	49	127	649	445	476	403	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	828	234	462	2907	49	127	649	445	476	403	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	828	234	462	2907	49	127	649	445	476	403	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	828	234	462	2907	49	127	649	445	476	403	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	828	234	462	2907	49	127	649	445	476	403	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	828	234	462	2907	49	127	649	445	476	403	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.31	0.69	1.00	2.95	0.05	1.00	1.16	0.84	1.00	1.22	0.78
Final Sat.:	1750	4364	1233	1750	5507	93	1750	2194	1504	1750	2300	1398
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.26	0.53	0.53	0.07	0.30	0.30	0.27	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	11.6	32.3	32.3	45.0	65.7	65.7	20.7	36.8	36.8	33.9	50.0	50.0
Volume/Cap:	1.29	0.94	0.94	0.94	1.29	1.29	0.56	1.29	1.29	1.29	0.56	0.56
Uniform Del:	74.2	62.9	62.9	56.2	47.1	47.1	65.4	61.6	61.6	63.1	45.9	45.9
IncremntDel:	175.2	14.5	14.5	26.1	132	131.8	3.2	137	137.3	147.4	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	249.4	77.3	77.3	82.2	179	178.9	68.6	199	198.8	210.5	46.5	46.5
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:	249.4	77.3	77.3	82.2	179	178.9	68.6	199	198.8	210.5	46.5	46.5
LOS by Move:	F	E-	E-	F	F	F	E	F	F	F	D	D
HCM2kAvgQ:	14	19	19	25	74	74	6	43	43	39	13	13

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

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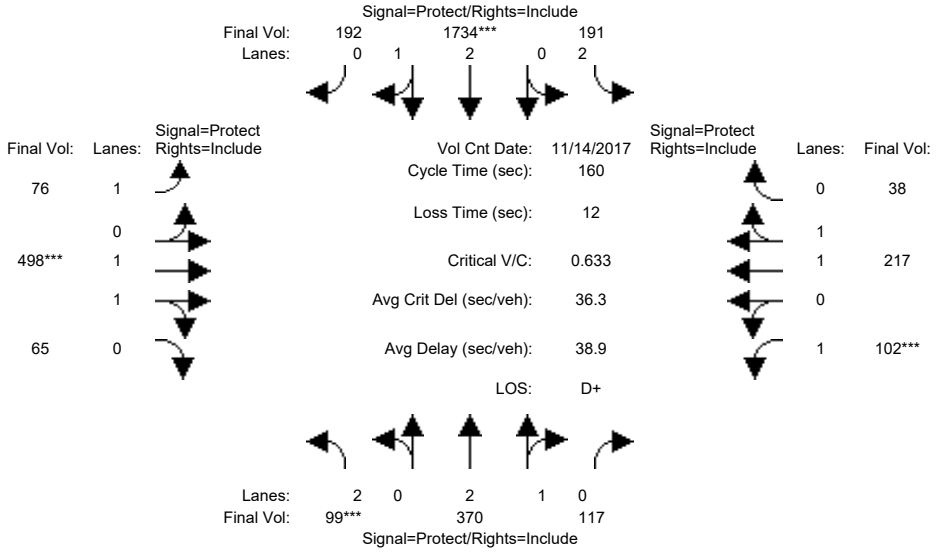
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	99	370	117	191	1734	192	76	498	65	102	217	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:	99	370	117	191	1734	192	76	498	65	102	217	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:	99	370	117	191	1734	192	76	498	65	102	217	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:	99	370	117	191	1734	192	76	498	65	102	217	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	370	117	191	1734	192	76	498	65	102	217	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	370	117	191	1734	192	76	498	65	102	217	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.25	0.75	2.00	2.69	0.31	1.00	1.76	0.24	1.00	1.69	0.31
Final Sat.:	3150	4253	1345	3150	5041	558	1750	3273	427	1750	3148	551
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.34	0.34	0.04	0.15	0.15	0.06	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.9	55.9	55.9	38.9	86.9	86.9	20.6	38.4	38.4	14.7	32.5	32.5
Volume/Cap:	0.63	0.25	0.25	0.25	0.63	0.63	0.34	0.63	0.63	0.63	0.34	0.34
Uniform Del:	74.6	37.1	37.1	48.7	25.5	25.5	63.4	54.5	54.5	70.0	54.5	54.5
IncremntDel:	8.2	0.1	0.1	0.2	0.4	0.4	0.9	1.5	1.5	8.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.8	37.2	37.2	48.9	25.9	25.9	64.3	56.0	56.0	78.0	54.8	54.8
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:	82.8	37.2	37.2	48.9	25.9	25.9	64.3	56.0	56.0	78.0	54.8	54.8
LOS by Move:	F	D+	D+	D	C	C	E	E+	E+	E-	D-	D-
HCM2kAvgQ:	3	5	5	4	21	21	4	12	12	5	5	5

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

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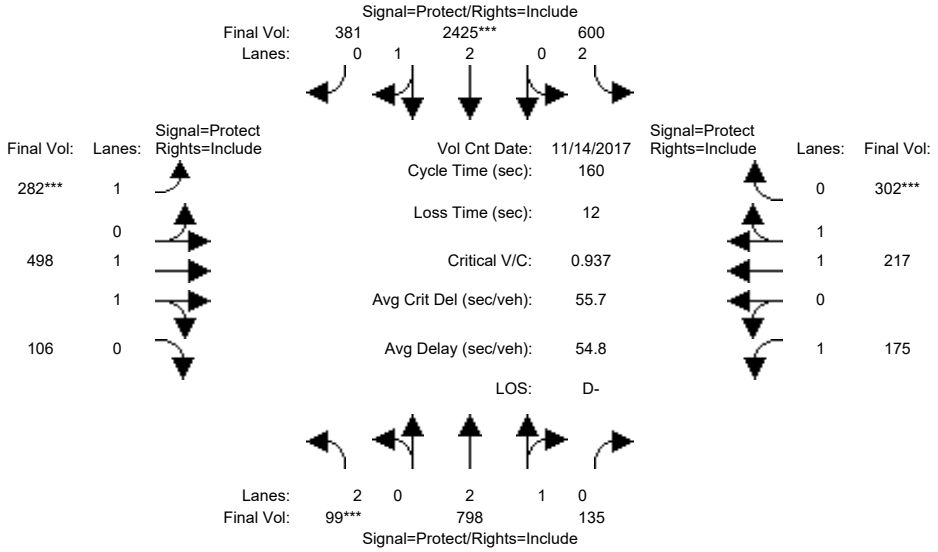
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	99	798	135	600	2425	381	282	498	106	175	217	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	798	135	600	2425	381	282	498	106	175	217	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	798	135	600	2425	381	282	498	106	175	217	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	798	135	600	2425	381	282	498	106	175	217	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	798	135	600	2425	381	282	498	106	175	217	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	798	135	600	2425	381	282	498	106	175	217	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.55	0.45	2.00	2.58	0.42	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	3150	4789	810	3150	4839	760	1750	3050	649	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.19	0.50	0.50	0.16	0.16	0.16	0.10	0.11	0.17
Crit Moves:	****				****		****					****
Green Time:	7.0	42.8	42.8	48.9	84.6	84.6	27.2	35.0	35.0	21.4	29.1	29.1
Volume/Cap:	0.72	0.62	0.62	0.62	0.95	0.95	0.95	0.75	0.75	0.75	0.63	0.95
Uniform Del:	75.5	51.5	51.5	47.7	35.6	35.6	65.7	58.4	58.4	66.7	60.4	64.7
IncremntDel:	16.7	0.8	0.8	1.3	7.6	7.6	38.2	3.9	3.9	12.4	1.5	25.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	52.4	52.4	49.0	43.2	43.2	103.9	62.3	62.3	79.1	61.9	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	52.4	52.4	49.0	43.2	43.2	103.9	62.3	62.3	79.1	61.9	90.6
LOS by Move:	F	D-	D-	D	D	D	F	E	E	E-	E	F
HCM2kAvgQ:	3	13	13	14	41	41	16	14	14	9	10	17

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

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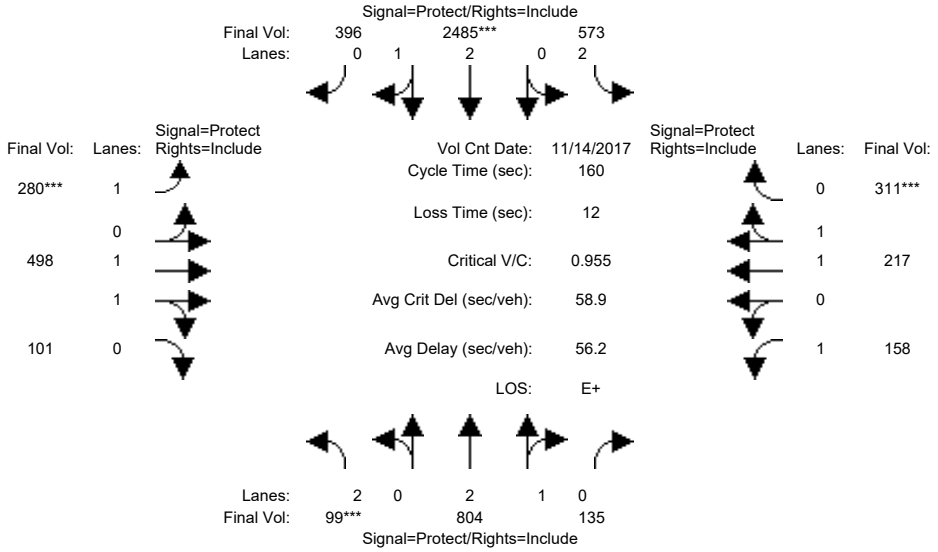
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	99	804	135	573	2485	396	280	498	101	158	217	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	804	135	573	2485	396	280	498	101	158	217	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	804	135	573	2485	396	280	498	101	158	217	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	804	135	573	2485	396	280	498	101	158	217	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	804	135	573	2485	396	280	498	101	158	217	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	804	135	573	2485	396	280	498	101	158	217	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.55	0.45	2.00	2.57	0.43	1.00	1.65	0.35	1.00	1.00	1.00
Final Sat.:	3150	4794	805	3150	4829	770	1750	3076	624	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.18	0.51	0.51	0.16	0.16	0.16	0.09	0.11	0.18
Crit Moves:	****				****		****					****
Green Time:	7.0	44.2	44.2	47.9	85.1	85.1	26.5	35.9	35.9	20.0	29.4	29.4
Volume/Cap:	0.72	0.61	0.61	0.61	0.97	0.97	0.97	0.72	0.72	0.72	0.62	0.97
Uniform Del:	75.5	50.4	50.4	48.0	36.1	36.1	66.3	57.5	57.5	67.3	60.2	64.8
IncremntDel:	16.7	0.7	0.7	1.1	10.0	10.0	43.8	3.1	3.1	11.2	1.4	30.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	51.1	51.1	49.1	46.1	46.1	110.1	60.6	60.6	78.5	61.6	95.0
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:	92.2	51.1	51.1	49.1	46.1	46.1	110.1	60.6	60.6	78.5	61.6	95.0
LOS by Move:	F	D-	D-	D	D	D	F	E	E	E-	E	F
HCM2kAvgQ:	3	13	13	13	44	44	16	13	13	8	9	18

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

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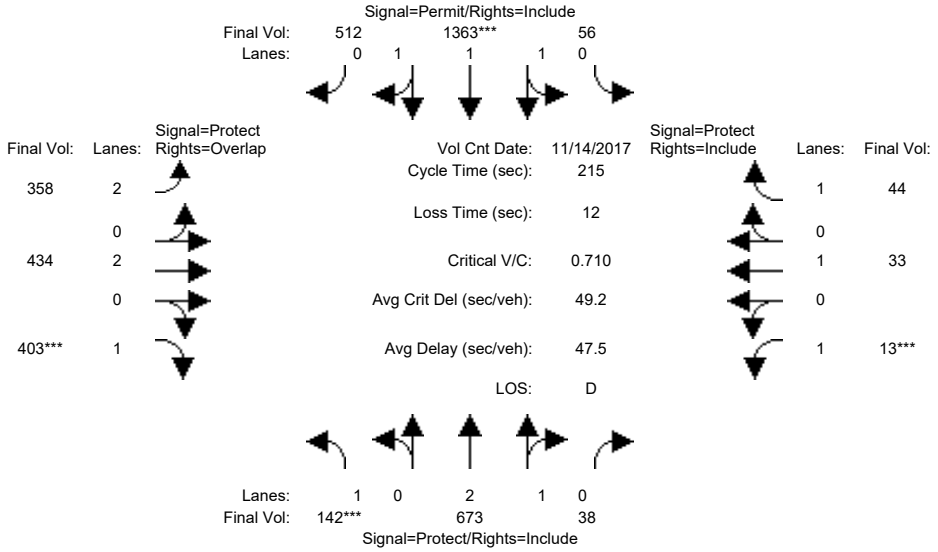
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #46: Wolfe Rd & Fremont Ave



Street Name:	Wolfe Rd						Fremont 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	142	673	38	56	1363	512	358	434	403	13	33	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:	142	673	38	56	1363	512	358	434	403	13	33	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:	142	673	38	56	1363	512	358	434	403	13	33	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:	142	673	38	56	1363	512	358	434	403	13	33	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	673	38	56	1363	512	358	434	403	13	33	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:	142	673	38	56	1363	512	358	434	403	13	33	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	0.09	2.10	0.81	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5300	299	159	3882	1458	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.35	0.35	0.35	0.11	0.11	0.23	0.01	0.02	0.03
Crit Moves:	****				****				****	****		
Green Time:	24.0	128	127.9	103.9	104	103.9	53.3	68.1	92.1	7.0	21.8	21.8
Volume/Cap:	0.73	0.21	0.21	0.73	0.73	0.73	0.46	0.36	0.54	0.23	0.17	0.25
Uniform Del:	92.3	20.2	20.2	44.3	44.3	44.3	68.6	56.6	45.6	101.4	88.3	89.0
IncremntDel:	12.8	0.0	0.0	1.0	1.0	1.0	0.4	0.2	0.8	2.0	0.4	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	105.1	20.3	20.3	45.3	45.3	45.3	69.0	56.8	46.4	103.4	88.7	89.8
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:	105.1	20.3	20.3	45.3	45.3	45.3	69.0	56.8	46.4	103.4	88.7	89.8
LOS by Move:	F	C+	C+	D	D	D	E	E+	D	F	F	F
HCM2kAvgQ:	10	7	7	34	34	34	11	10	20	1	2	3

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

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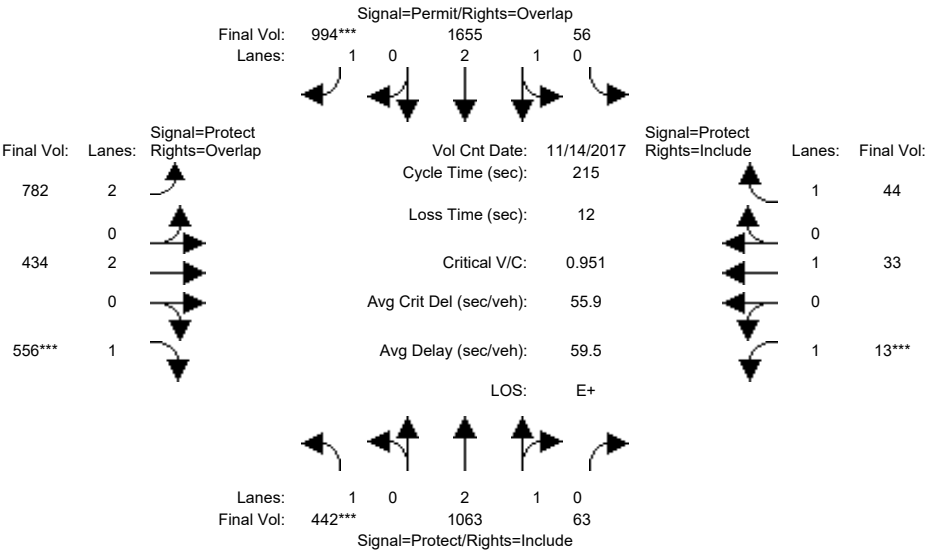
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #46: Wolfe Rd & Fremont Ave



Street Name:	Wolfe Rd						Fremont 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	442	1063	63	56	1655	994	782	434	556	13	33	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:	442	1063	63	56	1655	994	782	434	556	13	33	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:	442	1063	63	56	1655	994	782	434	556	13	33	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:	442	1063	63	56	1655	994	782	434	556	13	33	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1063	63	56	1655	994	782	434	556	13	33	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:	442	1063	63	56	1655	994	782	434	556	13	33	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	0.10	2.90	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5286	313	183	5416	1750	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.20	0.20	0.31	0.31	0.57	0.25	0.11	0.32	0.01	0.02	0.03
Crit Moves:	****					****			****	****		
Green Time:	55.6	126	126.0	70.4	70.4	135.2	64.8	70.0	125.6	7.0	12.1	12.1
Volume/Cap:	0.98	0.34	0.34	0.93	0.93	0.90	0.82	0.35	0.54	0.23	0.31	0.45
Uniform Del:	79.0	23.0	23.0	70.0	70.0	34.3	69.8	55.2	27.3	101.4	97.4	98.2
IncremntDel:	36.0	0.1	0.1	9.3	9.3	10.4	5.9	0.2	0.6	2.0	1.6	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	115.0	23.1	23.1	79.3	79.3	44.6	75.7	55.4	27.9	103.4	99.0	101.3
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:	115.0	23.1	23.1	79.3	79.3	44.6	75.7	55.4	27.9	103.4	99.0	101.3
LOS by Move:	F	C	C	E-	E-	D	E-	E+	C	F	F	F
HCM2kAvgQ:	31	11	2	35	35	56	27	10	22	1	2	3

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

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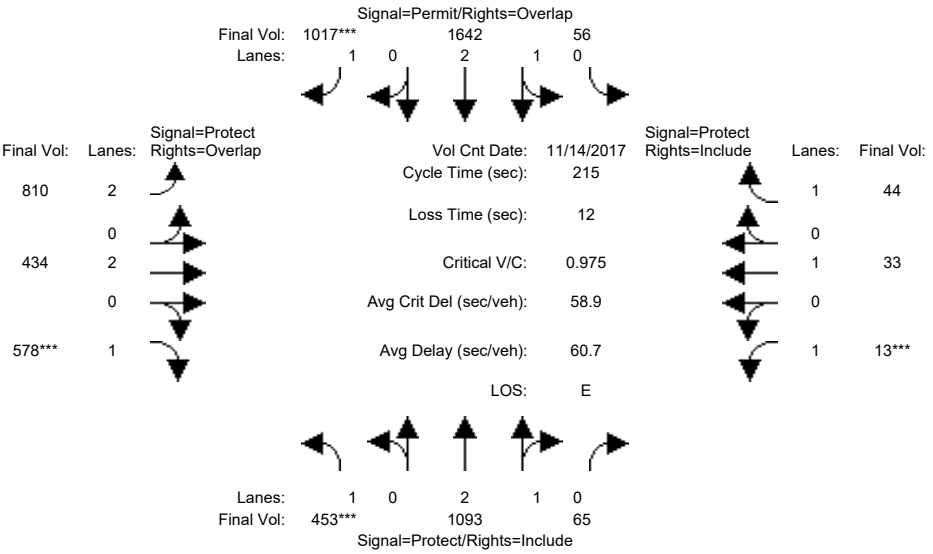
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #46: Wolfe Rd & Fremont Ave



Street Name:	Wolfe Rd						Fremont 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	453	1093	65	56	1642	1017	810	434	578	13	33	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:	453	1093	65	56	1642	1017	810	434	578	13	33	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:	453	1093	65	56	1642	1017	810	434	578	13	33	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:	453	1093	65	56	1642	1017	810	434	578	13	33	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1093	65	56	1642	1017	810	434	578	13	33	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:	453	1093	65	56	1642	1017	810	434	578	13	33	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	0.10	2.90	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5285	314	185	5415	1750	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.21	0.30	0.30	0.58	0.26	0.11	0.33	0.01	0.02	0.03
Crit Moves:	****					****			****	****		
Green Time:	55.6	125	125.1	69.5	69.5	135.5	66.0	70.9	126.5	7.0	11.9	11.9
Volume/Cap:	1.00	0.36	0.36	0.94	0.94	0.92	0.84	0.35	0.56	0.23	0.31	0.45
Uniform Del:	79.7	23.7	23.7	70.6	70.6	35.1	69.5	54.5	27.2	101.4	97.6	98.4
IncremntDel:	42.7	0.1	0.1	9.9	9.9	12.5	6.6	0.2	0.7	2.0	1.7	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	122.5	23.8	23.8	80.5	80.5	47.6	76.1	54.7	27.9	103.4	99.3	101.7
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:	122.5	23.8	23.8	80.5	80.5	47.6	76.1	54.7	27.9	103.4	99.3	101.7
LOS by Move:	F	C	C	F	F	D	E-	D-	C	F	F	F
HCM2kAvgQ:	33	12	2	34	34	59	28	10	23	1	2	4

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

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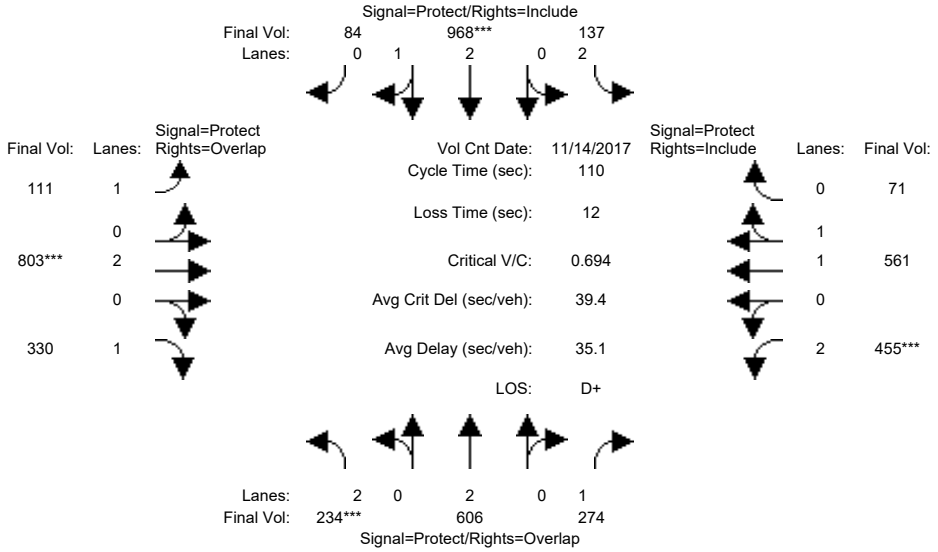
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #47: Wolfe Rd & Homestead Rd



Street Name:	Wolfe Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	234	606	274	137	968	84	111	803	330	455	561	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	606	274	137	968	84	111	803	330	455	561	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	606	274	137	968	84	111	803	330	455	561	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	606	274	137	968	84	111	803	330	455	561	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	606	274	137	968	84	111	803	330	455	561	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	606	274	137	968	84	111	803	330	455	561	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.75	0.25	1.00	2.00	1.00	2.00	1.77	0.23
Final Sat.:	3150	3800	1750	3150	5152	447	1750	3800	1750	3150	3284	416
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.04	0.19	0.19	0.06	0.21	0.19	0.14	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	11.8	29.7	52.6	11.9	29.8	29.8	15.3	33.5	45.3	22.9	41.1	41.1
Volume/Cap:	0.69	0.59	0.33	0.40	0.69	0.69	0.46	0.69	0.46	0.69	0.46	0.46
Uniform Del:	47.4	34.9	17.7	45.8	36.0	36.0	43.5	33.7	23.5	40.3	26.0	26.0
IncremntDel:	6.1	0.9	0.2	0.8	1.4	1.4	1.4	1.8	0.5	3.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.5	35.8	18.0	46.6	37.4	37.4	44.9	35.6	23.9	43.5	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	35.8	18.0	46.6	37.4	37.4	44.9	35.6	23.9	43.5	26.3	26.3
LOS by Move:	D-	D+	B	D	D+	D+	D	D+	C	D	C	C
HCM2kAvgQ:	5	9	6	2	10	10	4	12	8	9	8	8

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

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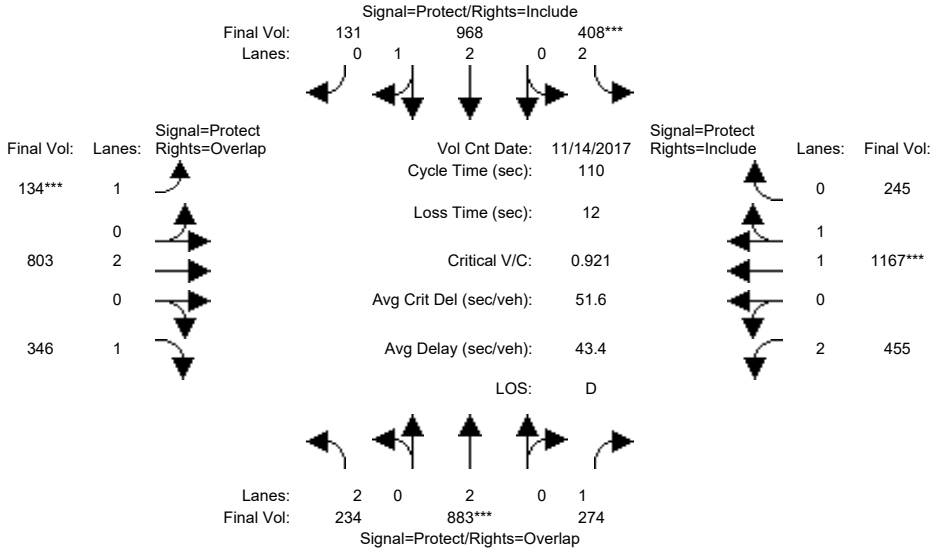
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #47: Wolfe Rd & Homestead Rd



Street Name:	Wolfe Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	234	883	274	408	968	131	134	803	346	455	1167	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	883	274	408	968	131	134	803	346	455	1167	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	883	274	408	968	131	134	803	346	455	1167	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	883	274	408	968	131	134	803	346	455	1167	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	883	274	408	968	131	134	803	346	455	1167	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	883	274	408	968	131	134	803	346	455	1167	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.63	0.37	1.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	3150	3800	1750	3150	4932	667	1750	3800	1750	3150	3058	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.16	0.13	0.20	0.20	0.08	0.21	0.20	0.14	0.38	0.38
Crit Moves:		****		****			****				****	
Green Time:	11.9	27.8	50.0	15.5	31.4	31.4	9.1	32.5	44.4	22.2	45.6	45.6
Volume/Cap:	0.69	0.92	0.34	0.92	0.69	0.69	0.92	0.71	0.49	0.71	0.92	0.92
Uniform Del:	47.3	40.0	19.4	46.7	35.0	35.0	50.1	34.6	24.4	40.9	30.5	30.5
IncremntDel:	5.8	13.7	0.3	24.4	1.3	1.3	51.3	2.2	0.5	3.9	9.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	53.8	19.7	71.1	36.3	36.3	101.4	36.8	24.9	44.8	39.9	39.9
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:	53.1	53.8	19.7	71.1	36.3	36.3	101.4	36.8	24.9	44.8	39.9	39.9
LOS by Move:	D-	D-	B-	E	D+	D+	F	D+	C	D	D	D
HCM2kAvgQ:	5	16	6	8	10	10	5	11	9	9	25	25

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

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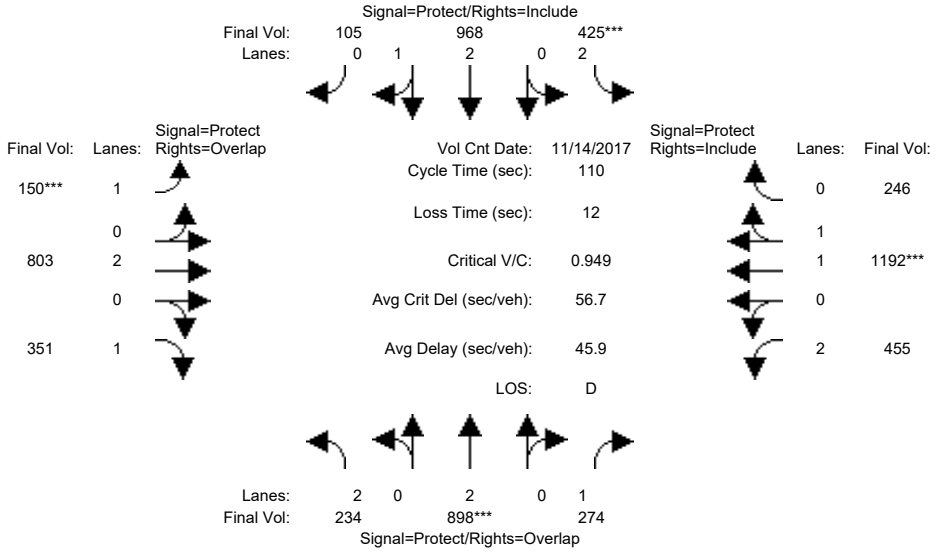
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #47: Wolfe Rd & Homestead Rd



Street Name:	Wolfe Rd						Homestead Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	234	898	274	425	968	105	150	803	351	455	1192	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	898	274	425	968	105	150	803	351	455	1192	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	898	274	425	968	105	150	803	351	455	1192	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	898	274	425	968	105	150	803	351	455	1192	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	898	274	425	968	105	150	803	351	455	1192	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	898	274	425	968	105	150	803	351	455	1192	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.70	0.30	1.00	2.00	1.00	2.00	1.65	0.35
Final Sat.:	3150	3800	1750	3150	5051	548	1750	3800	1750	3150	3067	633
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.16	0.13	0.19	0.19	0.09	0.21	0.20	0.14	0.39	0.39
Crit Moves:		****		****			****				****	
Green Time:	12.0	27.4	49.7	15.6	31.0	31.0	9.9	32.7	44.7	22.3	45.0	45.0
Volume/Cap:	0.68	0.95	0.35	0.95	0.68	0.68	0.95	0.71	0.49	0.71	0.95	0.95
Uniform Del:	47.1	40.6	19.6	46.8	35.1	35.1	49.8	34.5	24.3	40.8	31.4	31.4
IncremntDel:	5.4	18.2	0.3	29.9	1.2	1.2	56.4	2.2	0.5	3.8	13.0	13.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	58.8	19.9	76.7	36.3	36.3	106.2	36.6	24.8	44.6	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	58.8	19.9	76.7	36.3	36.3	106.2	36.6	24.8	44.6	44.4	44.4
LOS by Move:	D-	E+	B-	E-	D+	D+	F	D+	C	D	D	D
HCM2kAvgQ:	5	17	6	9	10	10	5	11	9	9	27	27

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

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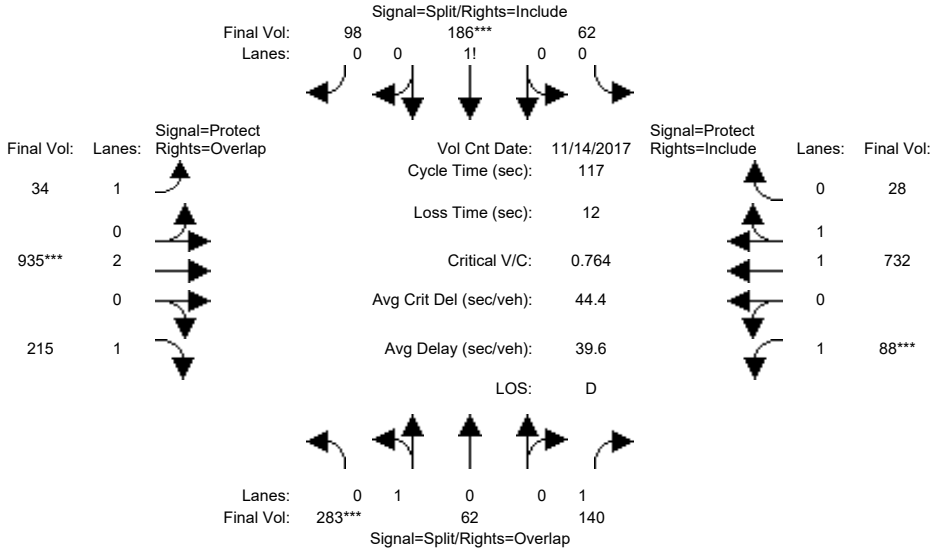
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #48: Tantau Ave & Homestead Rd



Street Name:	Tantau Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	283	62	140	62	186	98	34	935	215	88	732	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:	283	62	140	62	186	98	34	935	215	88	732	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:	283	62	140	62	186	98	34	935	215	88	732	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:	283	62	140	62	186	98	34	935	215	88	732	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	62	140	62	186	98	34	935	215	88	732	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:	283	62	140	62	186	98	34	935	215	88	732	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.82	0.18	1.00	0.18	0.54	0.28	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1477	323	1750	314	941	496	1750	3800	1750	1750	3564	136
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.08	0.20	0.20	0.20	0.02	0.25	0.12	0.05	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	29.3	29.3	37.0	30.3	30.3	30.3	10.2	37.7	67.0	7.7	35.1	35.1
Volume/Cap:	0.76	0.76	0.25	0.76	0.76	0.76	0.22	0.76	0.21	0.76	0.68	0.68
Uniform Del:	40.6	40.6	29.7	40.1	40.1	40.1	49.7	35.7	12.2	53.8	36.0	36.0
IncremntDel:	7.6	7.6	0.2	7.6	7.6	7.6	0.7	2.9	0.1	25.7	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	48.2	29.9	47.6	47.6	47.6	50.4	38.6	12.3	79.4	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:	48.2	48.2	29.9	47.6	47.6	47.6	50.4	38.6	12.3	79.4	37.8	37.8
LOS by Move:	D	D	C	D	D	D	D	D+	B	E-	D+	D+
HCM2kAvgQ:	14	14	4	14	14	14	1	16	4	5	13	13

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

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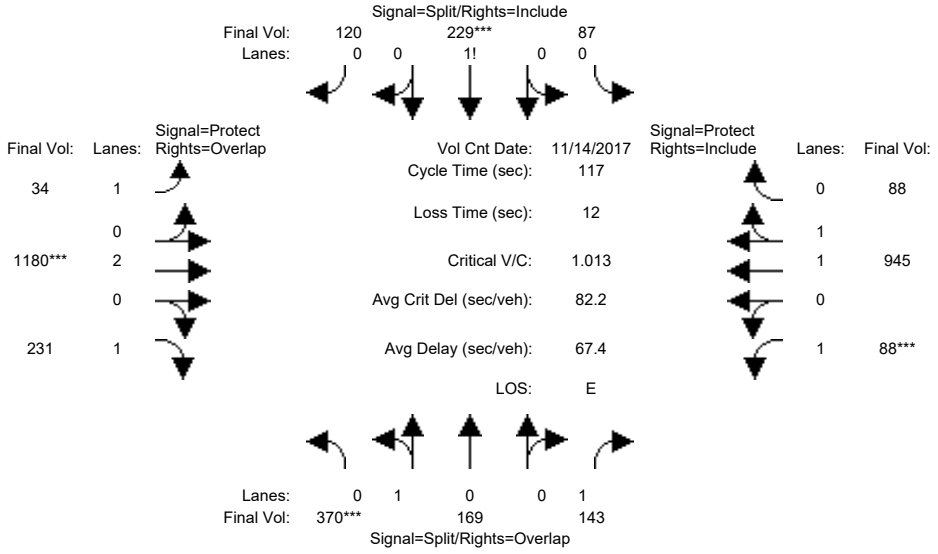
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #48: Tantau Ave & Homestead Rd



Street Name:	Tantau Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	370	169	143	87	229	120	34	1180	231	88	945	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:	370	169	143	87	229	120	34	1180	231	88	945	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:	370	169	143	87	229	120	34	1180	231	88	945	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:	370	169	143	87	229	120	34	1180	231	88	945	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	169	143	87	229	120	34	1180	231	88	945	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:	370	169	143	87	229	120	34	1180	231	88	945	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.69	0.31	1.00	0.20	0.52	0.28	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1236	564	1750	349	919	482	1750	3800	1750	1750	3385	315
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.08	0.25	0.25	0.25	0.02	0.31	0.13	0.05	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	34.2	34.2	41.2	28.4	28.4	28.4	7.5	35.4	69.6	7.0	34.9	34.9
Volume/Cap:	1.03	1.03	0.23	1.03	1.03	1.03	0.30	1.03	0.22	0.84	0.94	0.94
Uniform Del:	41.4	41.4	26.8	44.3	44.3	44.3	52.3	40.8	11.1	54.4	39.9	39.9
IncremntDel:	46.0	46.0	0.2	50.4	50.4	50.4	1.5	33.3	0.1	42.4	14.2	14.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.4	87.4	27.0	94.7	94.7	94.7	53.8	74.1	11.2	96.9	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	87.4	27.0	94.7	94.7	94.7	53.8	74.1	11.2	96.9	54.1	54.1
LOS by Move:	F	F	C	F	F	F	D-	E	B+	F	D-	D-
HCM2kAvgQ:	28	28	4	24	24	24	2	29	4	6	23	23

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

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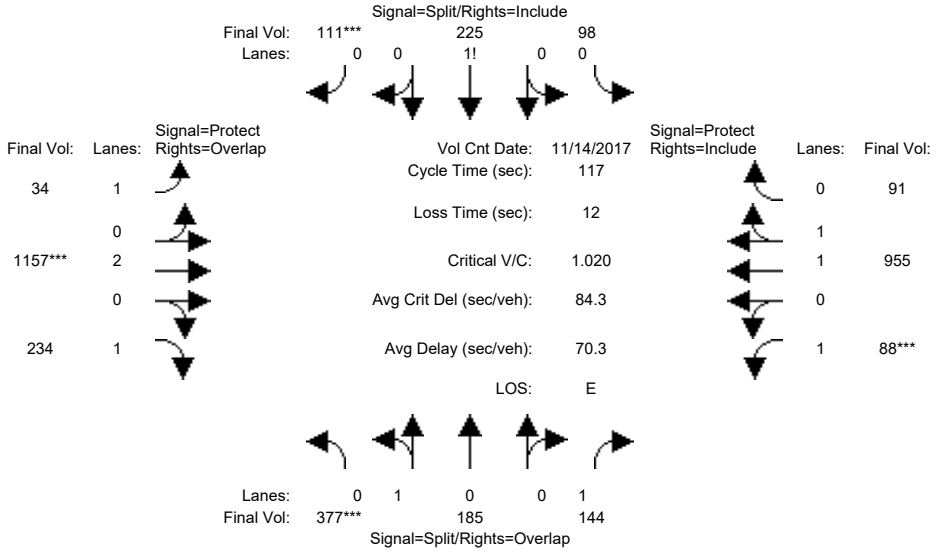
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #48: Tantau Ave & Homestead Rd



Street Name:	Tantau Ave						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	377	185	144	98	225	111	34	1157	234	88	955	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	185	144	98	225	111	34	1157	234	88	955	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	185	144	98	225	111	34	1157	234	88	955	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	185	144	98	225	111	34	1157	234	88	955	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	185	144	98	225	111	34	1157	234	88	955	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	185	144	98	225	111	34	1157	234	88	955	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.67	0.33	1.00	0.23	0.52	0.25	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1207	593	1750	395	907	448	1750	3800	1750	1750	3378	322
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.08	0.25	0.25	0.25	0.02	0.30	0.13	0.05	0.28	0.28
Crit Moves:	****					****		****		****		
Green Time:	35.4	35.4	42.4	28.1	28.1	28.1	7.2	34.5	69.9	7.0	34.3	34.3
Volume/Cap:	1.03	1.03	0.23	1.03	1.03	1.03	0.31	1.03	0.22	0.84	0.97	0.97
Uniform Del:	40.8	40.8	25.9	44.4	44.4	44.4	52.5	41.2	10.9	54.4	40.8	40.8
IncremntDel:	47.1	47.1	0.2	52.5	52.5	52.5	1.7	35.5	0.1	42.4	19.5	19.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.9	87.9	26.1	96.9	96.9	96.9	54.2	76.8	11.1	96.9	60.3	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	87.9	26.1	96.9	96.9	96.9	54.2	76.8	11.1	96.9	60.3	60.3
LOS by Move:	F	F	C	F	F	F	D-	E-	B+	F	E	E
HCM2kAvgQ:	29	29	4	24	24	24	2	29	4	6	24	24

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

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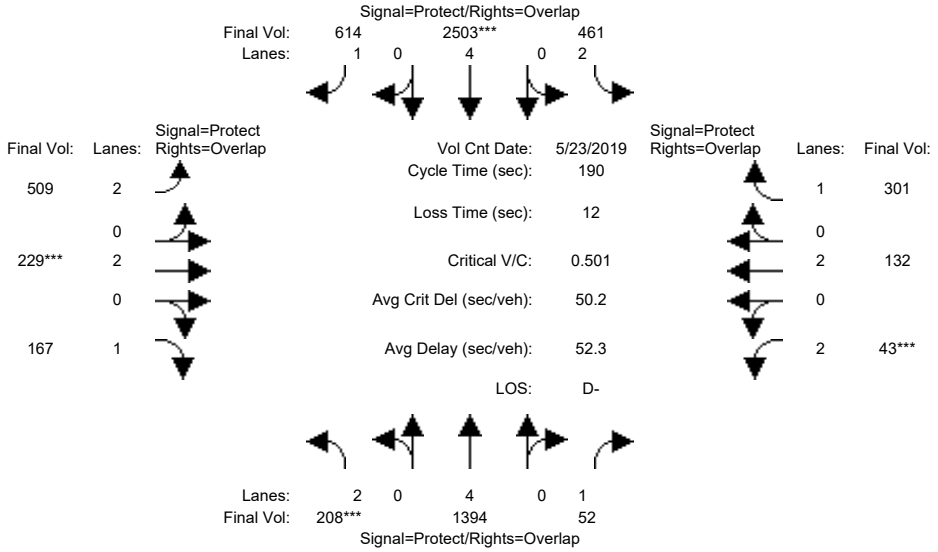
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #49: Lawrence Expwy & Oakmead Pkwy



Street Name:	Lawrence Expwy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	71	71	31	82	82	34	53	53	10	29	29
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 23 May 2019 <<												
Base Vol:	208	1394	52	461	2503	614	509	229	167	43	132	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1394	52	461	2503	614	509	229	167	43	132	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1394	52	461	2503	614	509	229	167	43	132	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1394	52	461	2503	614	509	229	167	43	132	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1394	52	461	2503	614	509	229	167	43	132	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	1394	52	461	2503	614	509	229	167	43	132	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.03	0.15	0.33	0.35	0.16	0.06	0.10	0.01	0.03	0.17
Crit Moves:	****				****			****		****		
Green Time:	20.1	71.0	81.0	31.6	82.4	116.8	34.4	53.5	73.6	10.0	29.0	60.6
Volume/Cap:	0.62	0.49	0.07	0.88	0.76	0.57	0.89	0.21	0.25	0.26	0.23	0.54
Uniform Del:	81.3	45.6	32.2	77.4	45.4	21.7	76.0	52.2	39.4	86.4	70.7	53.2
IncremntDel:	3.7	0.1	0.0	15.8	1.1	0.7	16.2	0.1	0.2	0.8	0.2	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.92	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.0	42.2	27.9	93.1	46.5	22.5	92.2	52.3	39.6	87.3	70.9	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	42.2	27.9	93.1	46.5	22.5	92.2	52.3	39.6	87.3	70.9	54.3
LOS by Move:	F	D	C	F	D	C+	F	D-	D	F	E	D-
HCM2kAvgQ:	7	13	1	18	31	22	20	5	7	2	3	15

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

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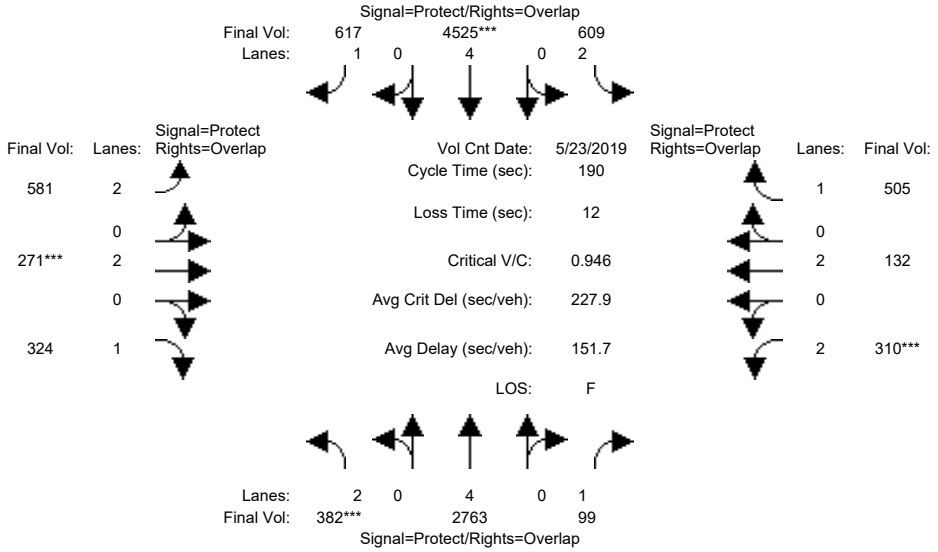
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #49: Lawrence Expwy & Oakmead Pkwy



Street Name:	Lawrence Expwy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	71	71	31	82	82	34	53	53	10	29	29
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 23 May 2019 <<												
Base Vol:	382	2763	99	609	4525	617	581	271	324	310	132	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	2763	99	609	4525	617	581	271	324	310	132	505
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	2763	99	609	4525	617	581	271	324	310	132	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2763	99	609	4525	617	581	271	324	310	132	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2763	99	609	4525	617	581	271	324	310	132	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	2763	99	609	4525	617	581	271	324	310	132	505
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.06	0.19	0.60	0.35	0.18	0.07	0.19	0.10	0.03	0.29
Crit Moves:	****				****			****			****	
Green Time:	20.1	71.0	81.0	31.6	82.4	116.8	34.4	53.5	73.6	10.0	29.0	60.6
Volume/Cap:	1.15	0.97	0.13	1.16	1.37	0.57	1.02	0.25	0.48	1.87	0.23	0.90
Uniform Del:	84.9	58.5	33.1	79.2	53.8	21.8	77.8	52.8	43.8	90.0	70.7	61.9
IncremntDel:	95.1	11.3	0.1	92.6	170	0.8	42.4	0.1	0.5	414.0	0.2	18.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.92	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	180.0	65.2	28.8	171.8	224	22.5	120.2	52.9	44.3	504.0	70.9	80.2
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:	180.0	65.2	28.8	171.8	224	22.5	120.2	52.9	44.3	504.0	70.9	80.2
LOS by Move:	F	E	C	F	F	C+	F	D-	D	F	E	F
HCM2kAvgQ:	18	43	3	30	101	22	26	6	15	23	3	33

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

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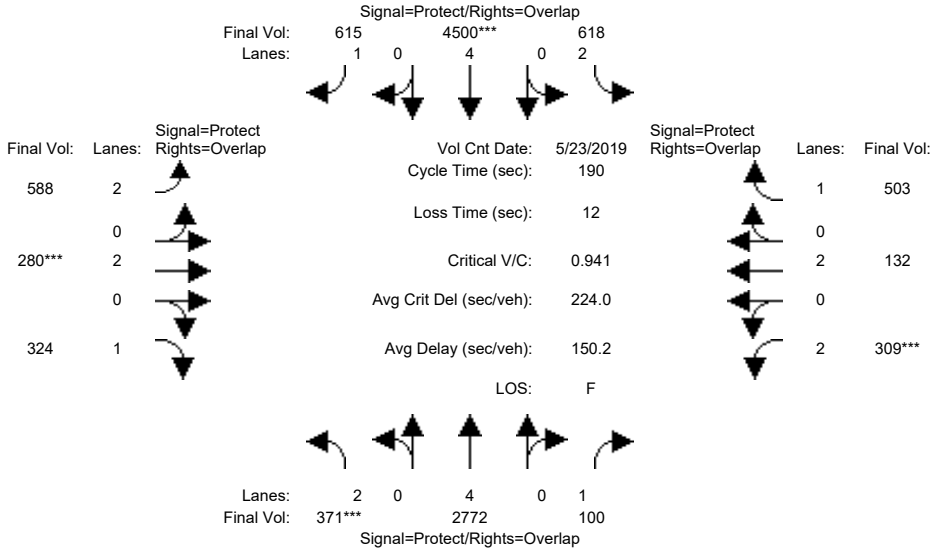
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #49: Lawrence Expwy & Oakmead Pkwy



Street Name:	Lawrence Expwy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	71	71	31	82	82	34	53	53	10	29	29
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 23 May 2019 <<												
Base Vol:	371	2772	100	618	4500	615	588	280	324	309	132	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	2772	100	618	4500	615	588	280	324	309	132	503
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	2772	100	618	4500	615	588	280	324	309	132	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	2772	100	618	4500	615	588	280	324	309	132	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	2772	100	618	4500	615	588	280	324	309	132	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	2772	100	618	4500	615	588	280	324	309	132	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.06	0.20	0.59	0.35	0.19	0.07	0.19	0.10	0.03	0.29
Crit Moves:	****				****			****			****	
Green Time:	20.1	71.0	81.0	31.6	82.4	116.8	34.4	53.5	73.6	10.0	29.0	60.6
Volume/Cap:	1.11	0.98	0.13	1.18	1.37	0.57	1.03	0.26	0.48	1.86	0.23	0.90
Uniform Del:	84.9	58.7	33.2	79.2	53.8	21.7	77.8	52.9	43.8	90.0	70.7	61.8
IncremntDel:	83.4	11.8	0.1	99.3	166	0.7	45.8	0.1	0.5	411.4	0.2	17.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.92	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	168.3	65.9	28.8	178.5	220	22.5	123.6	53.1	44.3	501.4	70.9	79.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.3	65.9	28.8	178.5	220	22.5	123.6	53.1	44.3	501.4	70.9	79.6
LOS by Move:	F	E	C	F	F	C+	F	D-	D	F	E	E-
HCM2kAvgQ:	17	43	3	31	100	22	26	6	15	22	3	33

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

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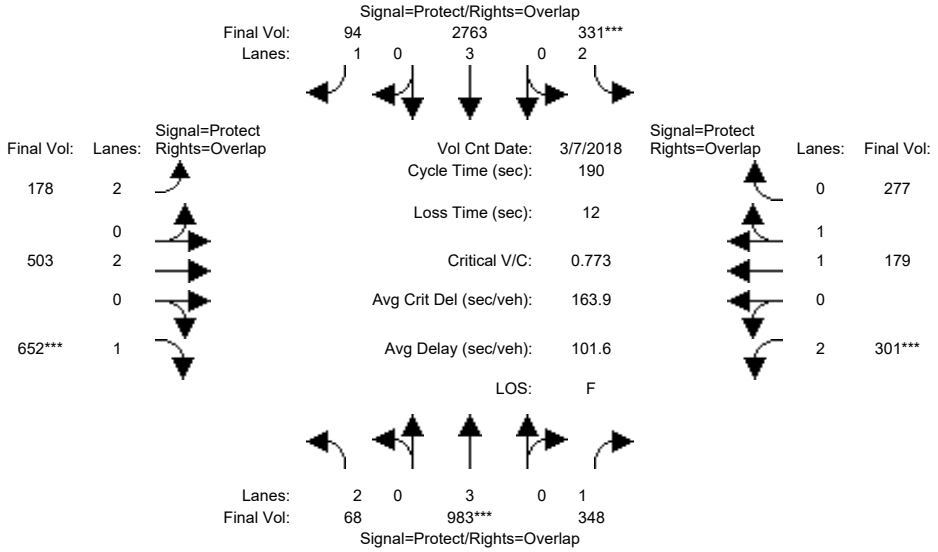
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #51: Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 4:15 PM - 5:15 PM												
Base Vol:	68	1229	348	331	3497	94	178	503	652	301	179	277
Growth Adj:	1.00	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	1229	348	331	3497	94	178	503	652	301	179	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1229	348	331	3497	94	178	503	652	301	179	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	983	348	331	2763	94	178	503	652	301	179	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	983	348	331	2763	94	178	503	652	301	179	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	983	348	331	2763	94	178	503	652	301	179	277
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	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.20	0.11	0.48	0.05	0.06	0.13	0.37	0.10	0.09	0.16
Crit Moves:		****		****					****	****		
Green Time:	8.9	84.9	106.6	26.9	103	118.9	15.8	33.0	41.9	21.7	38.9	65.8
Volume/Cap:	0.46	0.39	0.35	0.74	0.89	0.09	0.68	0.76	1.69	0.84	0.46	0.46
Uniform Del:	88.2	35.1	22.9	78.2	38.6	14.1	84.6	74.8	74.1	82.4	66.3	48.2
IncremntDel:	2.3	0.1	0.2	6.6	3.7	0.0	7.0	5.2	321.4	15.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.03	1.54	1.85	1.11	1.79	2.11	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.4	54.1	42.5	93.4	72.8	29.8	91.7	80.0	395.4	98.0	66.7	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	54.1	42.5	93.4	72.8	29.8	91.7	80.0	395.4	98.0	66.7	48.6
LOS by Move:	F	D-	D	F	E	C	F	E-	F	F	E	D
HCM2kAvgQ:	2	16	18	13	53	4	6	14	75	11	9	13

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

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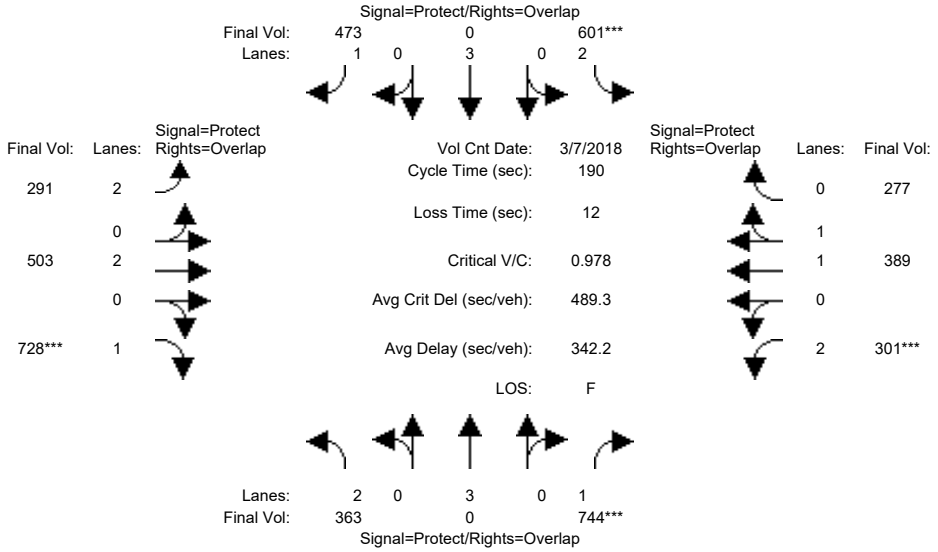
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #51: Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 4:15 PM - 5:15 PM												
Base Vol:	363	0	744	601	0	473	291	503	728	301	389	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	0	744	601	0	473	291	503	728	301	389	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	0	744	601	0	473	291	503	728	301	389	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	0	744	601	0	473	291	503	728	301	389	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	0	744	601	0	473	291	503	728	301	389	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	0	744	601	0	473	291	503	728	301	389	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2160	1538
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.43	0.19	0.00	0.27	0.09	0.13	0.42	0.10	0.18	0.18
Crit Moves:			****	****					****	****		
Green Time:	8.9	84.9	30.6	26.9	103	118.7	15.8	33.0	41.9	21.7	38.9	65.8
Volume/Cap:	2.46	0.00	2.64	1.35	0.00	0.43	1.11	0.76	1.89	0.84	0.88	0.52
Uniform Del:	90.6	0.0	79.7	81.5	0.0	18.3	87.1	74.8	74.1	82.4	73.3	49.5
IncremntDel:	678.0	0.0	748.4	170.7	0.0	0.3	88.5	5.2	408.7	15.6	11.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.03	0.00	1.13	1.11	0.00	2.11	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	771.5	0.0	838.3	261.2	0.0	38.9	175.5	80.0	482.7	98.0	84.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	771.5	0.0	838.3	261.2	0.0	38.9	175.5	80.0	482.7	98.0	84.9	49.9
LOS by Move:	F	A	F	F	A	D+	F	E-	F	F	F	D
HCM2kAvgQ:	28	0	106	34	0	24	13	14	89	10	19	15

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

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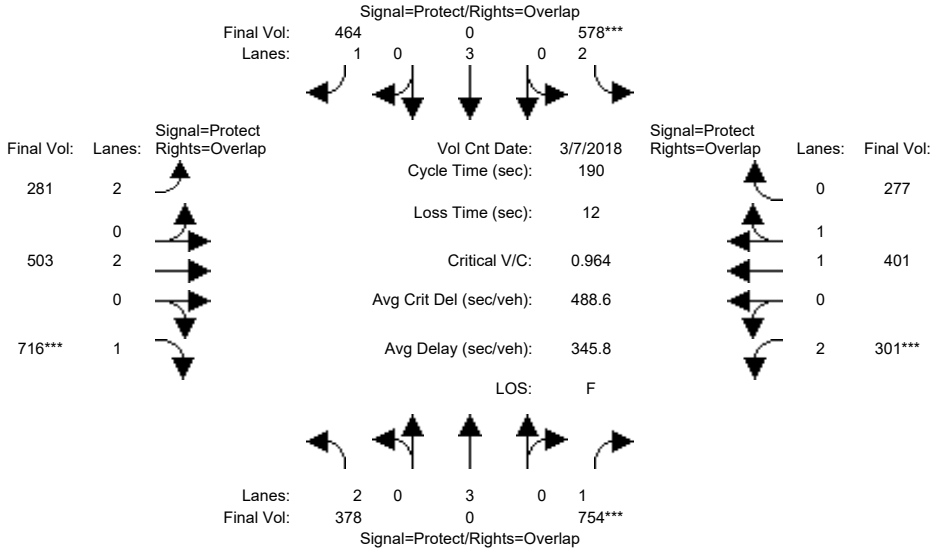
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #51: Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 4:15 PM - 5:15 PM												
Base Vol:	378	0	754	578	0	464	281	503	716	301	401	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	0	754	578	0	464	281	503	716	301	401	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	0	754	578	0	464	281	503	716	301	401	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	0	754	578	0	464	281	503	716	301	401	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	754	578	0	464	281	503	716	301	401	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	0	754	578	0	464	281	503	716	301	401	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2187	1511
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.43	0.18	0.00	0.27	0.09	0.13	0.41	0.10	0.18	0.18
Crit Moves:			****	****					****	****		
Green Time:	8.9	84.9	30.6	26.9	103	118.7	15.8	33.0	41.9	21.7	38.9	65.8
Volume/Cap:	2.56	0.00	2.68	1.30	0.00	0.42	1.07	0.76	1.86	0.84	0.90	0.53
Uniform Del:	90.6	0.0	79.7	81.5	0.0	18.2	87.1	74.8	74.1	82.4	73.6	49.7
IncremntDel:	723.3	0.0	764.3	148.9	0.0	0.3	76.1	5.2	394.8	15.6	13.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.03	0.00	1.13	1.11	0.00	2.11	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	816.8	0.0	854.2	239.4	0.0	38.7	163.2	80.0	468.9	98.0	86.8	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	816.8	0.0	854.2	239.4	0.0	38.7	163.2	80.0	468.9	98.0	86.8	50.1
LOS by Move:	F	A	F	F	A	D+	F	E-	F	F	F	D
HCM2kAvgQ:	30	0	108	32	0	24	12	14	87	10	19	15

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

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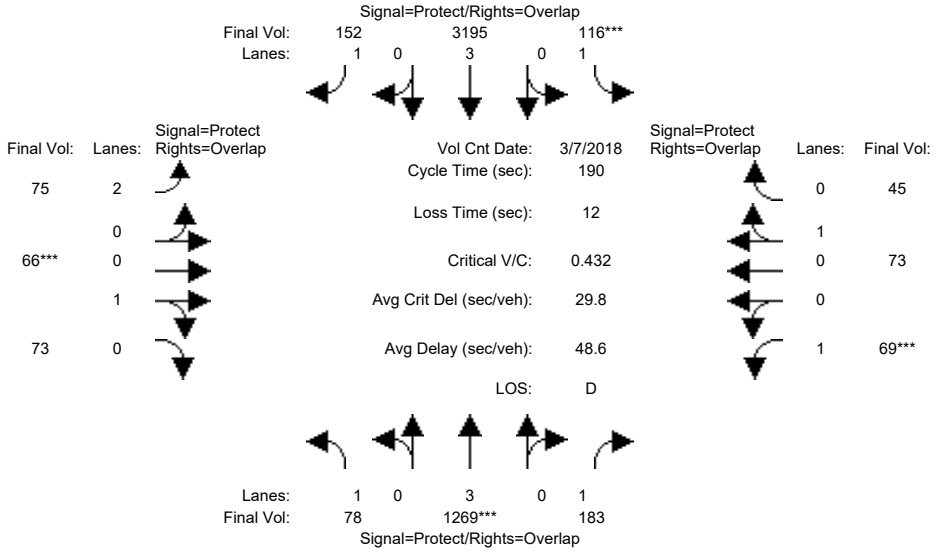
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #53: Lawrence Expwy & Cabrillo Ave



Street Name:	Lawrence Expwy						Cabrillo 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:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 7 Mar 2018 << 5:00 PM - 6:00 PM												
Base Vol:	78	1586	183	116	4044	152	75	66	73	69	73	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:	78	1586	183	116	4044	152	75	66	73	69	73	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:	78	1586	183	116	4044	152	75	66	73	69	73	45
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1269	183	116	3195	152	75	66	73	69	73	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1269	183	116	3195	152	75	66	73	69	73	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:	78	1269	183	116	3195	152	75	66	73	69	73	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.96	0.96	0.92	0.97	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.48	0.52	1.00	0.62	0.38
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	863	955	1750	1138	702
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.10	0.07	0.56	0.09	0.02	0.08	0.08	0.04	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	13.8	107	120.4	17.9	111	122.7	11.8	29.6	43.4	13.5	30.8	48.7
Volume/Cap:	0.61	0.40	0.17	0.70	0.96	0.13	0.38	0.49	0.33	0.55	0.40	0.25
Uniform Del:	85.5	23.4	14.2	83.5	37.5	13.1	85.6	73.3	61.2	85.3	71.3	56.1
IncremntDel:	8.6	0.1	0.1	12.9	8.3	0.1	1.3	1.3	0.5	5.4	0.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.66	0.49	1.00	1.36	1.50	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.2	15.4	7.0	96.4	59.5	19.6	86.9	74.6	61.7	90.7	72.1	56.4
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:	94.2	15.4	7.0	96.4	59.5	19.6	86.9	74.6	61.7	90.7	72.1	56.4
LOS by Move:	F	B	A	F	E+	B-	F	E	E	F	E	E+
HCM2kAvgQ:	5	8	2	7	62	5	3	8	7	5	7	6

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

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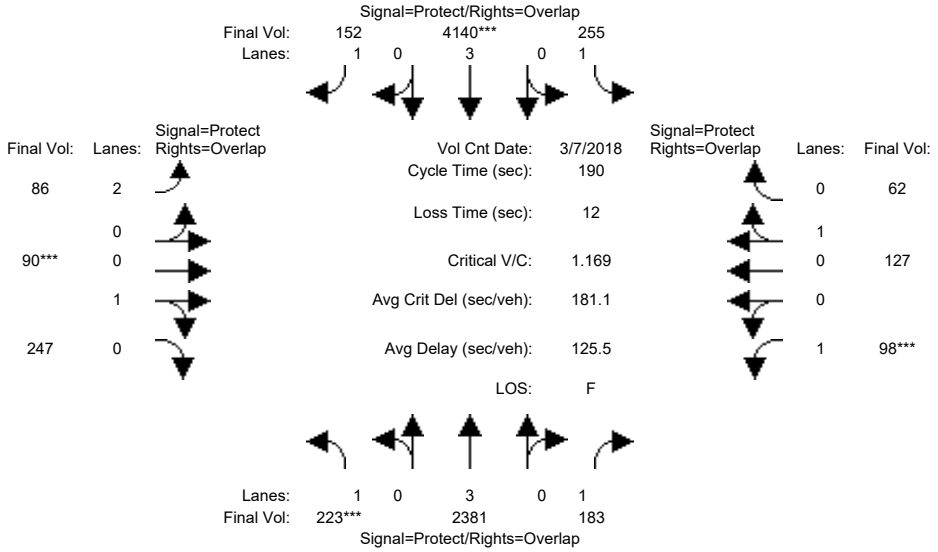
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #53: Lawrence Expwy & Cabrillo Ave



Street Name:	Lawrence Expwy						Cabrillo 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:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 7 Mar 2018 << 5:00 PM - 6:00 PM												
Base Vol:	223	2976	183	255	5241	152	86	90	247	98	127	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	2976	183	255	5241	152	86	90	247	98	127	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	2976	183	255	5241	152	86	90	247	98	127	62
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	2381	183	255	4140	152	86	90	247	98	127	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	2381	183	255	4140	152	86	90	247	98	127	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	2381	183	255	4140	152	86	90	247	98	127	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.96	0.96	0.92	0.97	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.27	0.73	1.00	0.67	0.33
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	486	1333	1750	1236	604
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.10	0.15	0.73	0.09	0.03	0.19	0.19	0.06	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	13.8	107	120.4	17.9	111	122.7	11.8	29.6	43.4	13.5	30.8	48.7
Volume/Cap:	1.76	0.74	0.17	1.55	1.24	0.13	0.44	1.19	0.81	0.79	0.63	0.40
Uniform Del:	88.1	31.2	14.2	86.1	39.5	13.1	85.9	80.2	69.4	86.8	74.3	58.6
IncremntDel:	370.1	1.0	0.1	273.8	113	0.1	1.6	115	11.5	27.6	4.4	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.66	0.49	1.00	1.36	1.50	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	458.2	21.5	7.0	359.9	167	19.6	87.5	195	80.9	114.4	78.7	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	458.2	21.5	7.0	359.9	167	19.6	87.5	195	80.9	114.4	78.7	59.1
LOS by Move:	F	C+	A	F	F	B-	F	F	F	F	E-	E+
HCM2kAvgQ:	26	25	2	28	112	5	3	30	21	8	11	9

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

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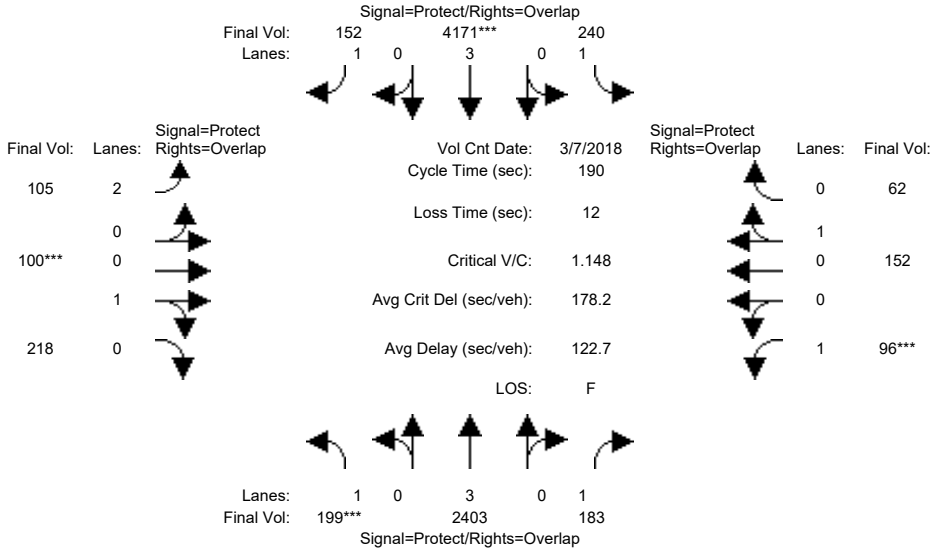
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #53: Lawrence Expwy & Cabrillo Ave



Street Name:	Lawrence Expwy						Cabrillo 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:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 7 Mar 2018 << 5:00 PM - 6:00 PM												
Base Vol:	199	3004	183	240	5280	152	105	100	218	96	152	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	3004	183	240	5280	152	105	100	218	96	152	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	3004	183	240	5280	152	105	100	218	96	152	62
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2403	183	240	4171	152	105	100	218	96	152	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2403	183	240	4171	152	105	100	218	96	152	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	2403	183	240	4171	152	105	100	218	96	152	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.96	0.96	0.92	0.97	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.31	0.69	1.00	0.71	0.29
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	572	1246	1750	1307	533
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.10	0.14	0.73	0.09	0.03	0.17	0.17	0.05	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	13.8	107	120.4	17.9	111	122.7	11.8	29.6	43.4	13.5	30.8	48.7
Volume/Cap:	1.57	0.75	0.17	1.46	1.25	0.13	0.54	1.12	0.77	0.77	0.72	0.45
Uniform Del:	88.1	31.4	14.2	86.1	39.5	13.1	86.4	80.2	68.5	86.7	75.5	59.5
IncremntDel:	289.4	1.0	0.1	235.5	117	0.1	2.9	90.6	8.3	25.1	8.1	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.66	0.49	1.00	1.36	1.50	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	377.5	21.7	7.0	321.6	171	19.6	89.4	171	76.9	111.9	83.6	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	377.5	21.7	7.0	321.6	171	19.6	89.4	171	76.9	111.9	83.6	60.2
LOS by Move:	F	C+	A	F	F	B-	F	F	E-	F	F	E
HCM2kAvgQ:	21	25	2	25	114	5	4	27	19	8	13	11

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

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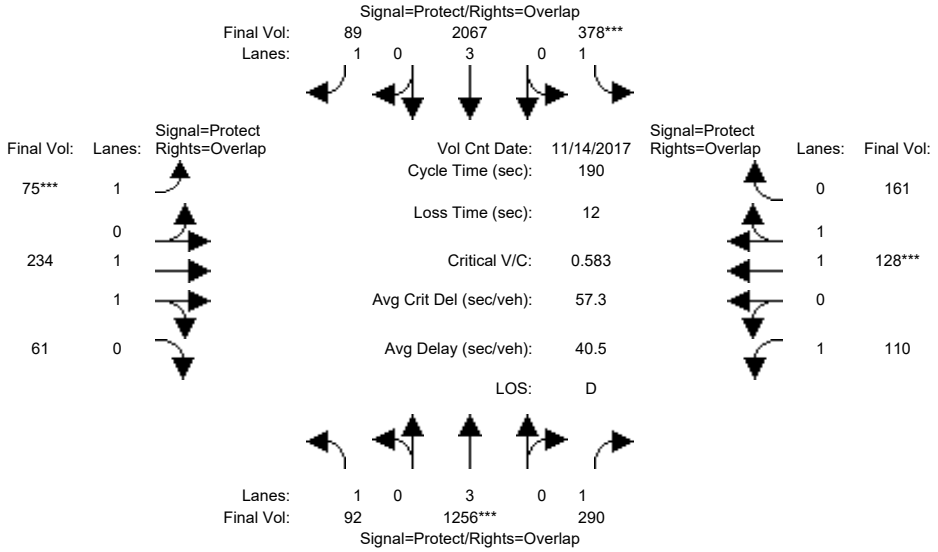
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #54: Lawrence Expwy & Benton St



Street Name:	Lawrence Expwy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	92	1570	290	378	2617	89	75	234	61	110	128	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1570	290	378	2617	89	75	234	61	110	128	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1570	290	378	2617	89	75	234	61	110	128	161
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1256	290	378	2067	89	75	234	61	110	128	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1256	290	378	2067	89	75	234	61	110	128	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1256	290	378	2067	89	75	234	61	110	128	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2934	765	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.17	0.22	0.36	0.05	0.04	0.08	0.08	0.06	0.07	0.09
Crit Moves:		****		****			****				****	
Green Time:	19.8	82.5	98.8	41.4	104	118.3	14.0	27.4	47.2	16.3	29.9	71.3
Volume/Cap:	0.50	0.51	0.32	0.99	0.66	0.08	0.58	0.55	0.32	0.73	0.43	0.25
Uniform Del:	80.5	39.0	26.2	74.1	30.3	14.3	85.2	75.6	58.3	84.7	72.3	40.8
IncremntDel:	2.3	0.2	0.2	43.6	0.5	0.0	6.6	1.3	0.2	16.9	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.86	0.73	1.00	0.68	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.7	33.6	19.5	117.8	21.3	7.4	91.7	76.9	58.5	101.6	72.8	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	33.6	19.5	117.8	21.3	7.4	91.7	76.9	58.5	101.6	72.8	40.9
LOS by Move:	F	C-	B-	F	C+	A	F	E-	E+	F	E	D
HCM2kAvgQ:	5	14	7	26	20	1	5	9	7	8	7	7

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

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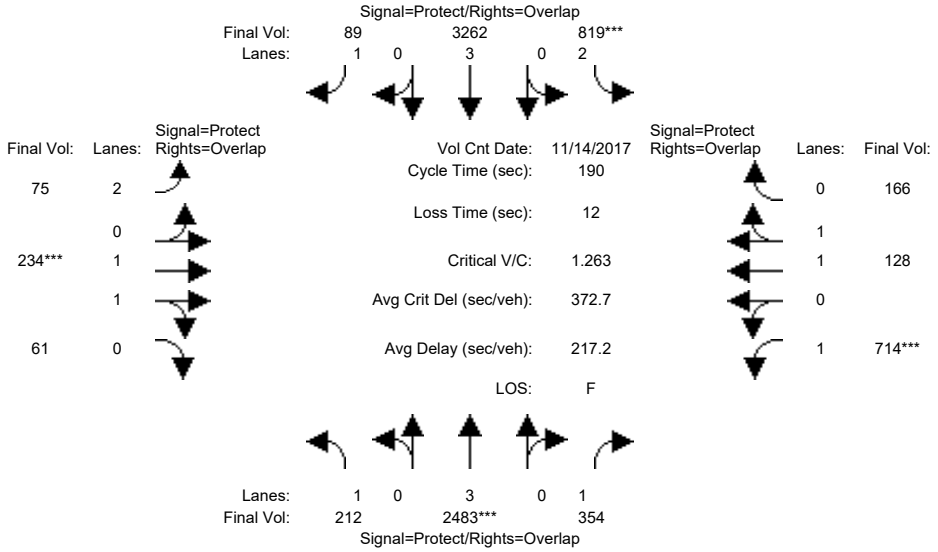
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #54: Lawrence Expwy & Benton St



Street Name:	Lawrence Expwy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	212	3104	354	819	4129	89	75	234	61	714	128	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	3104	354	819	4129	89	75	234	61	714	128	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	3104	354	819	4129	89	75	234	61	714	128	166
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	2483	354	819	3262	89	75	234	61	714	128	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	2483	354	819	3262	89	75	234	61	714	128	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	2483	354	819	3262	89	75	234	61	714	128	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2934	765	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.44	0.20	0.26	0.57	0.05	0.02	0.08	0.08	0.41	0.07	0.09
Crit Moves:		****		****				****		****		
Green Time:	19.8	82.5	98.8	41.4	104	118.3	14.0	27.4	47.2	16.3	29.9	71.3
Volume/Cap:	1.16	1.00	0.39	1.19	1.04	0.08	0.32	0.55	0.32	4.76	0.43	0.25
Uniform Del:	85.1	53.8	27.4	74.3	42.9	14.3	83.5	75.6	58.3	86.8	72.3	41.0
IncremntDel:	117.2	18.9	0.3	100.9	28.6	0.0	0.8	1.3	0.2	1705	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.86	0.73	1.00	0.68	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	202.3	64.9	20.4	175.2	57.9	7.4	84.3	76.9	58.5	1792	72.8	41.1
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:	202.3	64.9	20.4	175.2	57.9	7.4	84.3	76.9	58.5	1792	72.8	41.1
LOS by Move:	F	E	C+	F	E+	A	F	E-	E+	F	E	D
HCM2kAvgQ:	17	51	9	37	67	1	3	9	7	119	7	7

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

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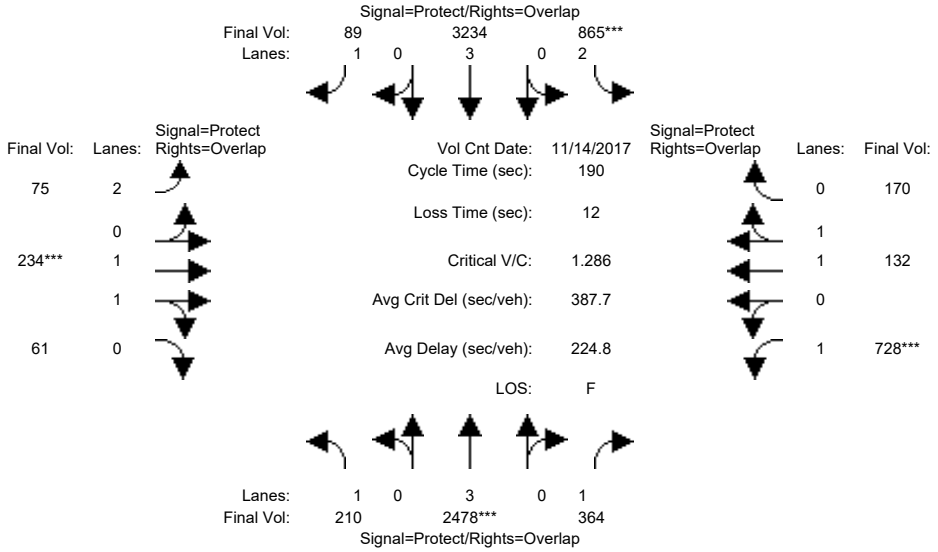
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #54: Lawrence Expwy & Benton St



Street Name:	Lawrence Expwy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	210	3098	364	865	4094	89	75	234	61	728	132	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	3098	364	865	4094	89	75	234	61	728	132	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	3098	364	865	4094	89	75	234	61	728	132	170
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2478	364	865	3234	89	75	234	61	728	132	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2478	364	865	3234	89	75	234	61	728	132	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2478	364	865	3234	89	75	234	61	728	132	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2934	765	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.21	0.27	0.57	0.05	0.02	0.08	0.08	0.42	0.07	0.10
Crit Moves:		****		****				****		****		
Green Time:	19.8	82.5	98.8	41.4	104	118.3	14.0	27.4	47.2	16.3	29.9	71.3
Volume/Cap:	1.15	1.00	0.40	1.26	1.03	0.08	0.32	0.55	0.32	4.85	0.44	0.26
Uniform Del:	85.1	53.8	27.6	74.3	42.9	14.3	83.5	75.6	58.3	86.8	72.5	41.1
IncremntDel:	113.4	18.4	0.3	128.7	25.6	0.0	0.8	1.3	0.2	1747	0.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.86	0.73	1.00	0.68	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	198.5	64.4	20.6	203.0	54.9	7.4	84.3	76.9	58.5	1834	72.9	41.2
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:	198.5	64.4	20.6	203.0	54.9	7.4	84.3	76.9	58.5	1834	72.9	41.2
LOS by Move:	F	E	C+	F	D-	A	F	E-	E+	F	E	D
HCM2kAvgQ:	17	51	9	42	66	1	3	9	7	121	7	7

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

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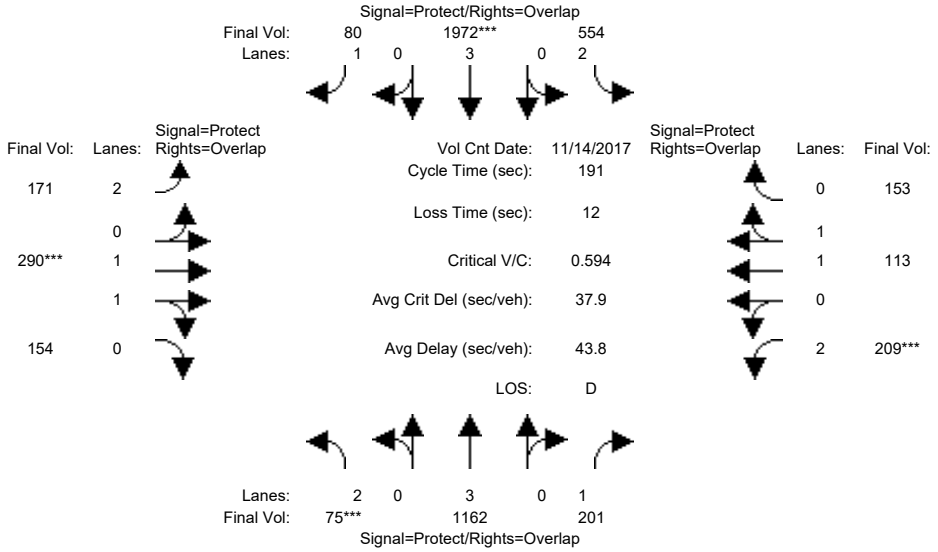
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #56: Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge 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:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	75	1452	201	554	2496	80	171	290	154	209	113	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1452	201	554	2496	80	171	290	154	209	113	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1452	201	554	2496	80	171	290	154	209	113	153
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1162	201	554	1972	80	171	290	154	209	113	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1162	201	554	1972	80	171	290	154	209	113	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1162	201	554	1972	80	171	290	154	209	113	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.29	0.71	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2410	1280	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.11	0.18	0.35	0.05	0.05	0.12	0.12	0.07	0.06	0.09
Crit Moves:	****				****			****			****	
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	42.6	18.3	32.8	69.9
Volume/Cap:	0.35	0.48	0.22	0.91	0.63	0.07	0.68	0.78	0.54	0.69	0.35	0.24
Uniform Del:	85.0	39.4	24.6	75.2	29.2	13.5	85.5	77.5	65.5	83.6	69.7	42.1
IncremntDel:	1.0	0.1	0.1	17.1	0.4	0.0	7.5	6.6	0.7	6.8	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.86	0.73	1.00	0.68	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.9	34.2	18.1	92.3	20.1	6.7	93.0	84.2	66.2	90.4	69.9	42.2
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:	85.9	34.2	18.1	92.3	20.1	6.7	93.0	84.2	66.2	90.4	69.9	42.2
LOS by Move:	F	C-	B-	F	C+	A	F	F	E	F	E	D
HCM2kAvgQ:	3	13	4	19	18	1	7	14	12	8	6	6

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

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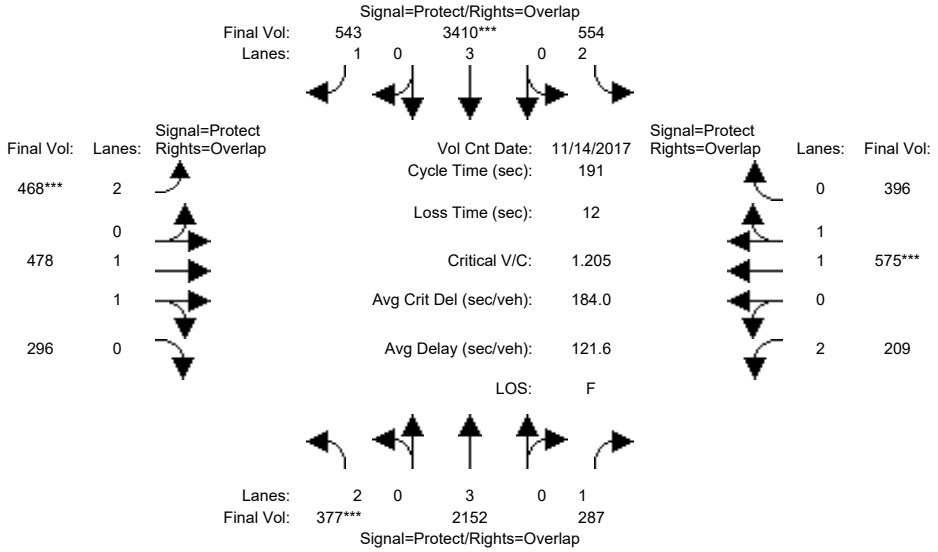
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #56: Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge 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:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	377	2690	287	554	4316	543	468	478	296	209	575	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	2690	287	554	4316	543	468	478	296	209	575	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	2690	287	554	4316	543	468	478	296	209	575	396
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	2152	287	554	3410	543	468	478	296	209	575	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	2152	287	554	3410	543	468	478	296	209	575	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	2152	287	554	3410	543	468	478	296	209	575	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.21	0.79	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2278	1411	3150	2190	1508
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.16	0.18	0.60	0.31	0.15	0.21	0.21	0.07	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	42.6	18.3	32.8	69.9
Volume/Cap:	1.76	0.88	0.31	0.91	1.08	0.49	1.87	1.35	0.94	0.69	1.53	0.72
Uniform Del:	89.0	50.4	26.0	75.2	42.7	18.7	87.9	80.7	72.9	83.6	79.1	52.1
IncremntDel:	359.3	4.3	0.2	17.1	43.3	0.3	404.8	170	18.5	6.8	246	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.86	0.73	1.00	0.68	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	448.3	47.9	19.2	92.3	72.1	9.5	492.7	251	91.4	90.4	325	54.0
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:	448.3	47.9	19.2	92.3	72.1	9.5	492.7	251	91.4	90.4	325	54.0
LOS by Move:	F	D	B-	F	E	A	F	F	F	F	F	D-
HCM2kAvgQ:	26	38	7	18	72	8	33	37	26	8	51	25

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

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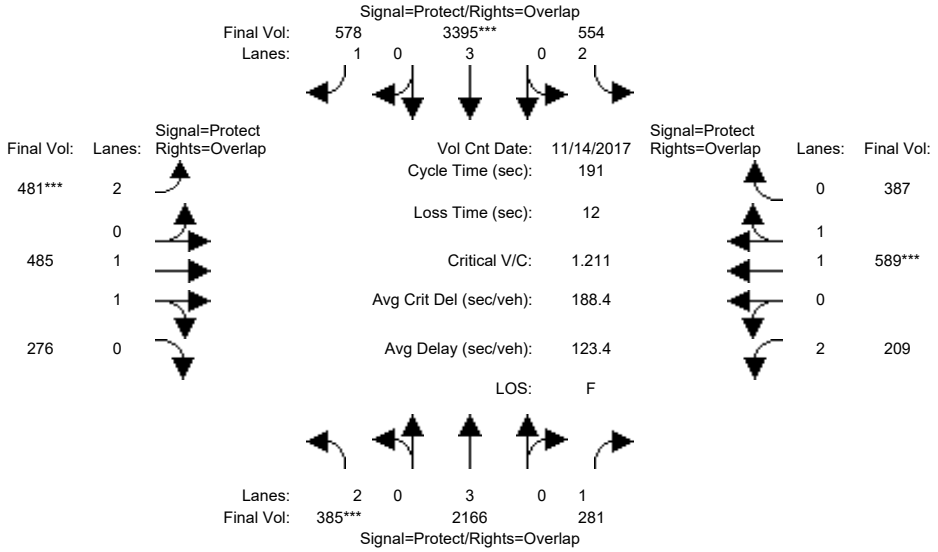
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #56: Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge 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:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM												
Base Vol:	385	2707	281	554	4298	578	481	485	276	209	589	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:	385	2707	281	554	4298	578	481	485	276	209	589	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:	385	2707	281	554	4298	578	481	485	276	209	589	387
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	2166	281	554	3395	578	481	485	276	209	589	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	2166	281	554	3395	578	481	485	276	209	589	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:	385	2166	281	554	3395	578	481	485	276	209	589	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	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.25	0.75	2.00	1.19	0.81
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2351	1338	3150	2232	1466
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.16	0.18	0.60	0.33	0.15	0.21	0.21	0.07	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	42.6	18.3	32.8	69.9
Volume/Cap:	1.79	0.89	0.31	0.91	1.08	0.52	1.92	1.33	0.92	0.69	1.54	0.72
Uniform Del:	89.0	50.6	25.9	75.2	42.7	19.3	87.9	80.7	72.6	83.6	79.1	52.2
IncremntDel:	375.7	4.5	0.2	17.1	41.5	0.5	427.7	161	16.0	6.8	250	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.86	0.73	1.00	0.68	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	464.7	48.3	19.1	92.3	70.4	9.9	515.6	241	88.6	90.4	329	54.1
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:	464.7	48.3	19.1	92.3	70.4	9.9	515.6	241	88.6	90.4	329	54.1
LOS by Move:	F	D	B-	F	E	A	F	F	F	F	F	D-
HCM2kAvgQ:	27	39	7	18	71	9	35	36	26	8	51	25

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

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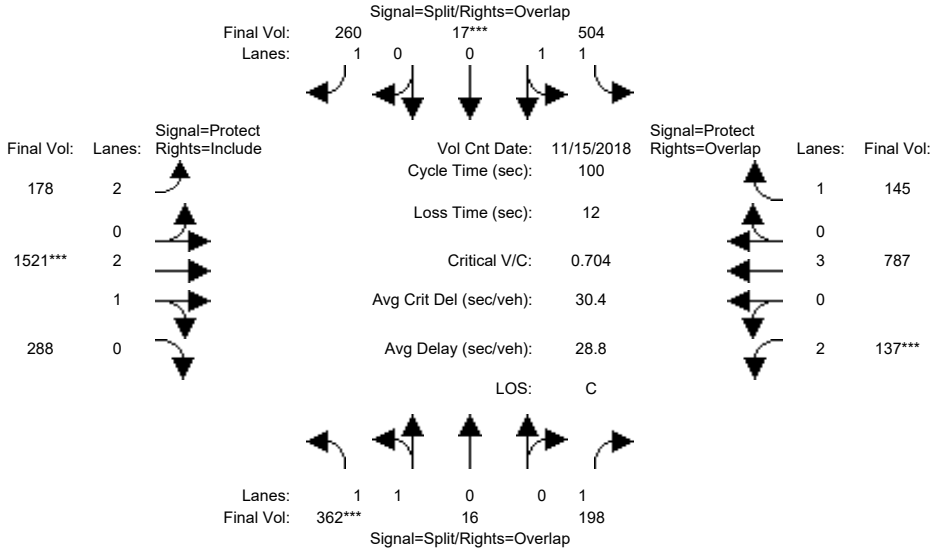
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1214: LAWRENCE RAMPS / EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.92	0.08	1.00	1.94	0.06	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3400	150	1750	3434	116	1750	3150	4707	891	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.06	0.32	0.32	0.04	0.14	0.08
Crit Moves:	****				****			****			****	
Green Time:	15.0	15.0	22.0	20.6	20.6	38.3	17.6	45.4	45.4	7.0	34.8	55.4
Volume/Cap:	0.71	0.71	0.52	0.71	0.71	0.39	0.32	0.71	0.71	0.62	0.40	0.15
Uniform Del:	40.5	40.5	34.3	36.9	36.9	22.4	36.0	22.0	22.0	45.2	24.7	10.8
IncremntDel:	4.5	4.5	1.2	3.3	3.3	0.4	0.3	1.0	1.0	5.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.0	45.0	35.5	40.2	40.2	22.8	36.3	23.0	23.0	50.6	24.8	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	35.5	40.2	40.2	22.8	36.3	23.0	23.0	50.6	24.8	10.9
LOS by Move:	D	D	D+	D	D	C+	D+	C+	C+	D	C	B+
HCM2kAvgQ:	6	6	6	7	7	6	3	15	15	3	6	2

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

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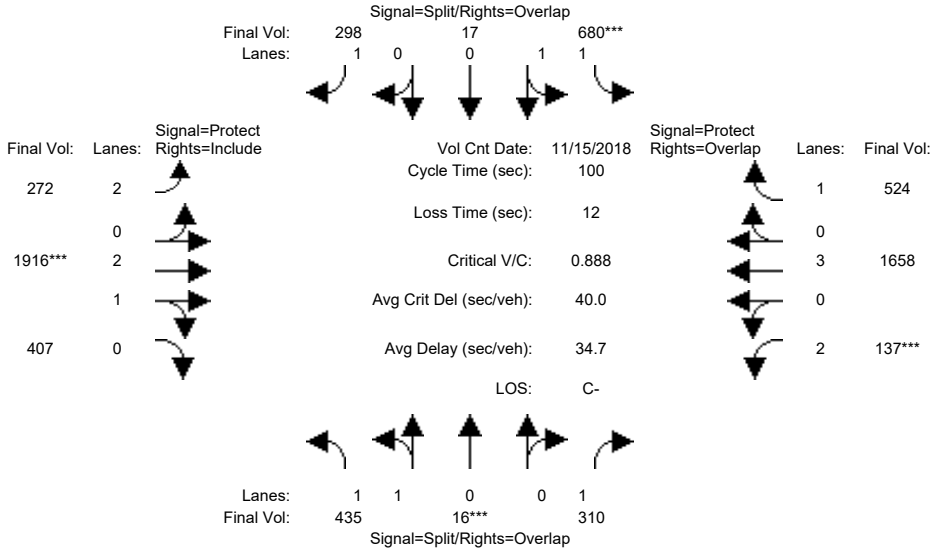
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #1214: LAWRENCE RAMPS / EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	435	16	310	680	17	298	272	1916	407	137	1658	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	16	310	680	17	298	272	1916	407	137	1658	524
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	16	310	680	17	298	272	1916	407	137	1658	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	16	310	680	17	298	272	1916	407	137	1658	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	16	310	680	17	298	272	1916	407	137	1658	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	16	310	680	17	298	272	1916	407	137	1658	524
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.95	0.05	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	3424	126	1750	3463	87	1750	3150	4618	981	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.18	0.20	0.20	0.17	0.09	0.41	0.41	0.04	0.29	0.30
Crit Moves:		****		****				****		****		
Green Time:	13.9	13.9	20.9	21.5	21.5	33.6	12.0	45.5	45.5	7.0	40.5	62.0
Volume/Cap:	0.91	0.91	0.85	0.91	0.91	0.51	0.72	0.91	0.91	0.62	0.72	0.48
Uniform Del:	42.4	42.4	38.0	38.3	38.3	26.6	42.4	25.4	25.4	45.2	25.0	10.3
IncremntDel:	21.0	21.0	16.4	15.1	15.1	0.7	6.5	5.5	5.5	5.4	1.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.5	63.5	54.4	53.4	53.4	27.3	48.9	30.9	30.9	50.6	26.1	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	63.5	54.4	53.4	53.4	27.3	48.9	30.9	30.9	50.6	26.1	10.6
LOS by Move:	E	E	D-	D-	D-	C	D	C	C	D	C	B+
HCM2kAvgQ:	7	7	9	10	10	7	5	23	23	2	14	9

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

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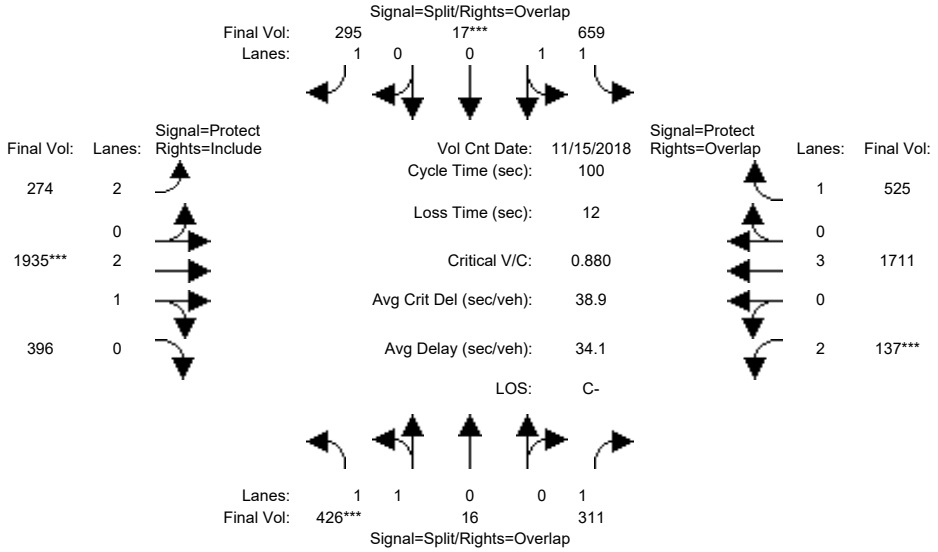
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1214: LAWRENCE RAMPS / EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	426	16	311	659	17	295	274	1935	396	137	1711	525
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	16	311	659	17	295	274	1935	396	137	1711	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	16	311	659	17	295	274	1935	396	137	1711	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	426	16	311	659	17	295	274	1935	396	137	1711	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	16	311	659	17	295	274	1935	396	137	1711	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	426	16	311	659	17	295	274	1935	396	137	1711	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.95	0.05	1.00	2.00	2.47	0.53	2.00	3.00	1.00
Final Sat.:	3421	129	1750	3461	89	1750	3150	4647	951	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.18	0.19	0.19	0.17	0.09	0.42	0.42	0.04	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	13.8	13.8	20.8	21.1	21.1	33.0	11.9	46.1	46.1	7.0	41.2	62.3
Volume/Cap:	0.90	0.90	0.85	0.90	0.90	0.51	0.73	0.90	0.90	0.62	0.73	0.48
Uniform Del:	42.4	42.4	38.2	38.5	38.5	27.0	42.5	24.9	24.9	45.2	24.7	10.2
IncremntDel:	19.8	19.8	17.6	14.2	14.2	0.8	7.1	4.9	4.9	5.4	1.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.3	62.3	55.8	52.7	52.7	27.7	49.5	29.8	29.8	50.6	25.9	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	62.3	55.8	52.7	52.7	27.7	49.5	29.8	29.8	50.6	25.9	10.5
LOS by Move:	E	E	E+	D-	D-	C	D	C	C	D	C	B+
HCM2kAvgQ:	7	7	9	10	10	7	5	23	23	2	14	9

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

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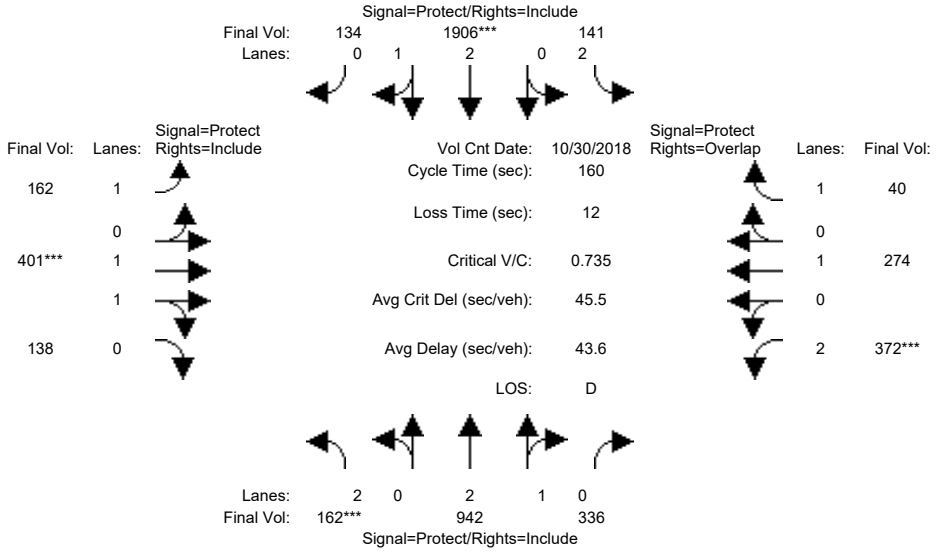
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	162	942	336	141	1906	134	162	401	138	372	274	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	942	336	141	1906	134	162	401	138	372	274	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	942	336	141	1906	134	162	401	138	372	274	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	942	336	141	1906	134	162	401	138	372	274	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	942	336	141	1906	134	162	401	138	372	274	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	942	336	141	1906	134	162	401	138	372	274	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.18	0.82	2.00	2.80	0.20	1.00	1.47	0.53	2.00	1.00	1.00
Final Sat.:	3150	4126	1472	3150	5232	368	1750	2752	947	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.04	0.36	0.36	0.09	0.15	0.15	0.12	0.14	0.02
Crit Moves:	****				****			****			****	
Green Time:	11.2	75.7	75.7	14.8	79.3	79.3	22.5	31.7	31.7	25.7	35.0	49.8
Volume/Cap:	0.73	0.48	0.48	0.48	0.73	0.73	0.66	0.73	0.73	0.73	0.66	0.07
Uniform Del:	72.9	28.8	28.8	68.9	32.0	32.0	65.1	60.2	60.2	63.9	57.1	38.8
IncremntDel:	12.1	0.1	0.1	1.3	1.0	1.0	6.5	3.9	3.9	5.5	3.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.0	28.9	28.9	70.2	33.0	33.0	71.6	64.1	64.1	69.4	60.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	28.9	28.9	70.2	33.0	33.0	71.6	64.1	64.1	69.4	60.9	38.9
LOS by Move:	F	C	C	E	C-	C-	E	E	E	E	E	D+
HCM2kAvgQ:	5	14	14	4	26	26	9	14	14	10	12	1

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

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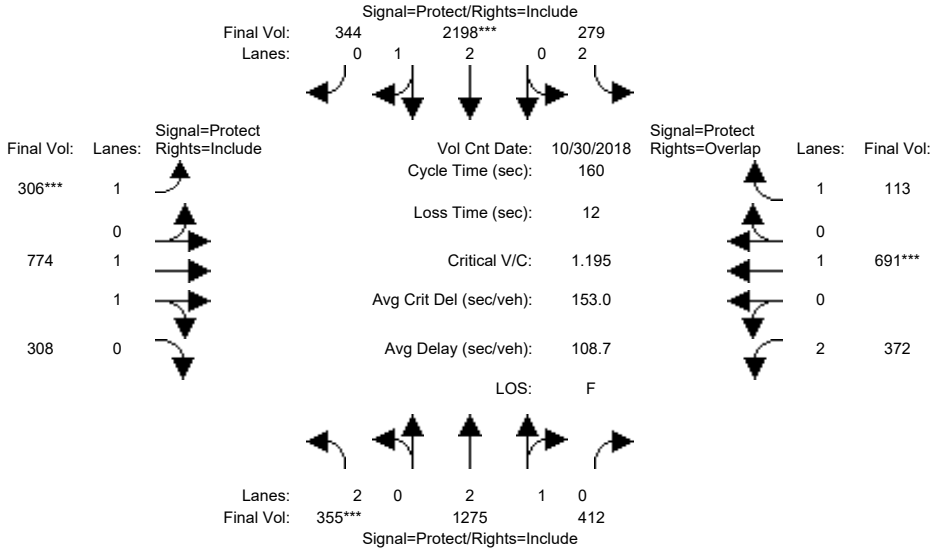
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	355	1275	412	279	2198	344	306	774	308	372	691	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:	355	1275	412	279	2198	344	306	774	308	372	691	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:	355	1275	412	279	2198	344	306	774	308	372	691	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:	355	1275	412	279	2198	344	306	774	308	372	691	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1275	412	279	2198	344	306	774	308	372	691	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:	355	1275	412	279	2198	344	306	774	308	372	691	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.24	0.76	2.00	2.58	0.42	1.00	1.42	0.58	2.00	1.00	1.00
Final Sat.:	3150	4231	1367	3150	4841	758	1750	2646	1053	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.09	0.45	0.45	0.17	0.29	0.29	0.12	0.36	0.06
Crit Moves:	****				****		****				****	
Green Time:	15.1	58.7	58.7	17.2	60.8	60.8	23.4	51.4	51.4	20.7	48.7	65.9
Volume/Cap:	1.19	0.82	0.82	0.82	1.19	1.19	1.19	0.91	0.91	0.91	1.19	0.16
Uniform Del:	72.5	45.9	45.9	69.9	49.6	49.6	68.3	52.1	52.1	68.7	55.7	29.6
IncremntDel:	115.8	2.8	2.8	14.8	92.6	92.6	119.4	10.5	10.5	24.2	104	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	188.3	48.8	48.8	84.7	142	142.2	187.7	62.7	62.7	92.9	159	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.3	48.8	48.8	84.7	142	142.2	187.7	62.7	62.7	92.9	159	29.7
LOS by Move:	F	D	D	F	F	F	F	E	E	F	F	C
HCM2kAvgQ:	15	25	25	8	59	59	25	29	29	10	45	3

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

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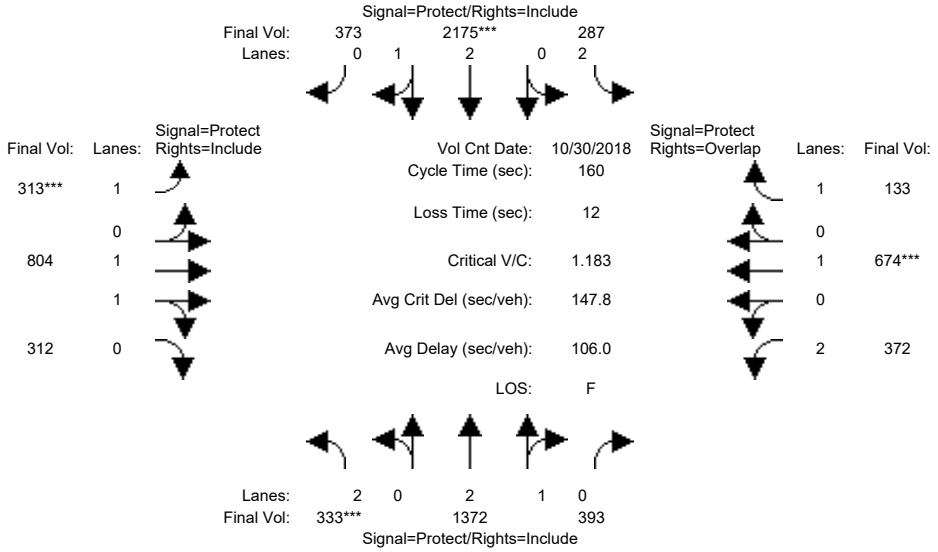
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	333	1372	393	287	2175	373	313	804	312	372	674	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	1372	393	287	2175	373	313	804	312	372	674	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	1372	393	287	2175	373	313	804	312	372	674	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	1372	393	287	2175	373	313	804	312	372	674	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1372	393	287	2175	373	313	804	312	372	674	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	1372	393	287	2175	373	313	804	312	372	674	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.31	0.69	2.00	2.54	0.46	1.00	1.43	0.57	2.00	1.00	1.00
Final Sat.:	3150	4351	1246	3150	4779	820	1750	2665	1034	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.09	0.46	0.46	0.18	0.30	0.30	0.12	0.35	0.08
Crit Moves:	****				****		****				****	
Green Time:	14.3	58.8	58.8	17.0	61.5	61.5	24.2	51.9	51.9	20.3	48.0	65.0
Volume/Cap:	1.18	0.86	0.86	0.86	1.18	1.18	1.18	0.93	0.93	0.93	1.18	0.19
Uniform Del:	72.9	46.7	46.7	70.3	49.2	49.2	67.9	52.3	52.3	69.2	56.0	30.5
IncremntDel:	112.6	3.8	3.8	19.2	87.5	87.5	114.2	12.7	12.7	28.3	99.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	185.5	50.5	50.5	89.5	137	136.7	182.1	65.1	65.1	97.4	155	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	185.5	50.5	50.5	89.5	137	136.7	182.1	65.1	65.1	97.4	155	30.7
LOS by Move:	F	D	D	F	F	F	F	E	E	F	F	C
HCM2kAvgQ:	14	26	26	9	58	58	26	31	31	10	43	4

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

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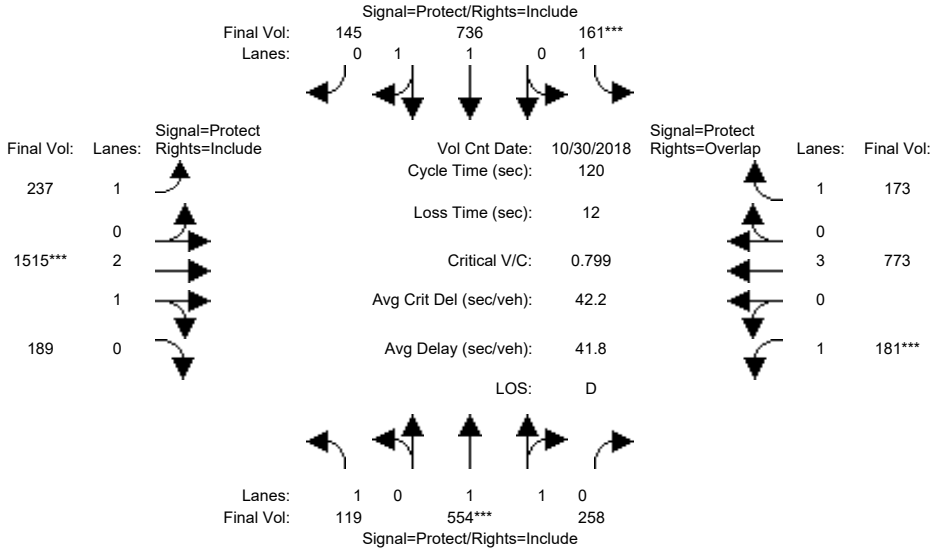
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	119	554	258	161	736	145	237	1515	189	181	773	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	554	258	161	736	145	237	1515	189	181	773	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	554	258	161	736	145	237	1515	189	181	773	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	554	258	161	736	145	237	1515	189	181	773	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	554	258	161	736	145	237	1515	189	181	773	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	554	258	161	736	145	237	1515	189	181	773	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.35	0.65	1.00	1.66	0.34	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	2524	1175	1750	3091	609	1750	4978	621	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.09	0.24	0.24	0.14	0.30	0.30	0.10	0.14	0.10
Crit Moves:		****		****				****		****		
Green Time:	10.4	33.0	33.0	13.8	36.4	36.4	30.6	45.7	45.7	15.5	30.6	44.4
Volume/Cap:	0.79	0.80	0.80	0.80	0.79	0.79	0.53	0.80	0.80	0.80	0.53	0.27
Uniform Del:	53.7	40.4	40.4	51.7	38.2	38.2	38.5	33.1	33.1	50.7	38.5	26.4
IncremntDel:	23.1	4.6	4.6	19.8	3.7	3.7	1.2	2.2	2.2	17.9	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.8	45.0	45.0	71.5	42.0	42.0	39.8	35.3	35.3	68.6	38.9	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	45.0	45.0	71.5	42.0	42.0	39.8	35.3	35.3	68.6	38.9	26.6
LOS by Move:	E-	D	D	E	D	D	D	D+	D+	E	D+	C
HCM2kAvgQ:	5	15	15	7	15	15	8	19	19	8	8	5

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

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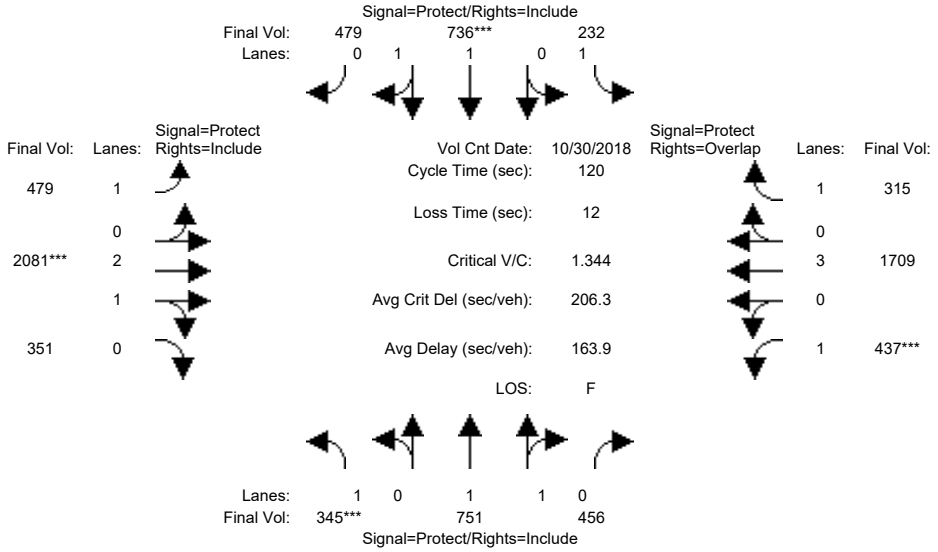
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	345	751	456	232	736	479	479	2081	351	437	1709	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:	345	751	456	232	736	479	479	2081	351	437	1709	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:	345	751	456	232	736	479	479	2081	351	437	1709	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:	345	751	456	232	736	479	479	2081	351	437	1709	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	751	456	232	736	479	479	2081	351	437	1709	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:	345	751	456	232	736	479	479	2081	351	437	1709	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.22	0.78	1.00	1.19	0.81	1.00	2.55	0.45	1.00	3.00	1.00
Final Sat.:	1750	2301	1397	1750	2240	1458	1750	4791	808	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.33	0.13	0.33	0.33	0.27	0.43	0.43	0.25	0.30	0.18
Crit Moves:	****				****			****			****	
Green Time:	17.6	33.4	33.4	13.6	29.3	29.3	29.1	38.8	38.8	22.3	31.9	45.5
Volume/Cap:	1.34	1.17	1.17	1.17	1.34	1.34	1.13	1.34	1.34	1.34	1.13	0.47
Uniform Del:	51.2	43.3	43.3	53.2	45.3	45.3	45.4	40.6	40.6	48.9	44.0	28.2
IncremntDel:	178.6	88.5	88.5	118.6	162	162.3	83.0	159	158.7	174.1	66.2	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	229.8	132	131.8	171.8	208	207.6	128.4	199	199.3	223.0	110	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.8	132	131.8	171.8	208	207.6	128.4	199	199.3	223.0	110	28.8
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	C
HCM2kAvgQ:	25	34	34	14	42	42	25	54	54	31	27	9

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

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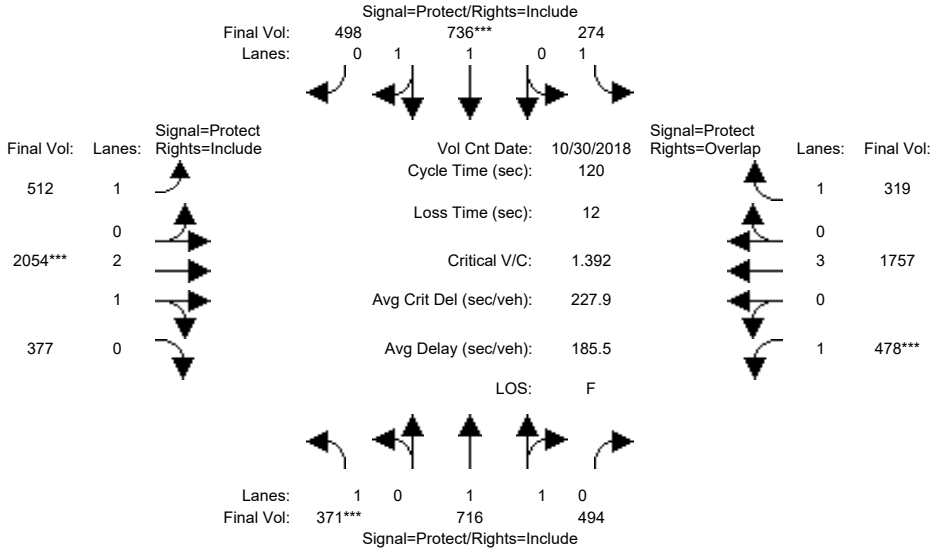
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	371	716	494	274	736	498	512	2054	377	478	1757	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	716	494	274	736	498	512	2054	377	478	1757	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	716	494	274	736	498	512	2054	377	478	1757	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	716	494	274	736	498	512	2054	377	478	1757	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	716	494	274	736	498	512	2054	377	478	1757	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	716	494	274	736	498	512	2054	377	478	1757	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.16	0.84	1.00	1.17	0.83	1.00	2.52	0.48	1.00	3.00	1.00
Final Sat.:	1750	2188	1510	1750	2206	1492	1750	4730	868	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.33	0.16	0.33	0.33	0.29	0.43	0.43	0.27	0.31	0.18
Crit Moves:	****				****			****			****	
Green Time:	18.3	31.8	31.8	15.2	28.8	28.8	29.7	37.4	37.4	23.5	31.3	46.5
Volume/Cap:	1.39	1.23	1.23	1.23	1.39	1.39	1.18	1.39	1.39	1.39	1.18	0.47
Uniform Del:	50.9	44.1	44.1	52.4	45.6	45.6	45.2	41.3	41.3	48.2	44.4	27.5
IncremntDel:	197.9	114	114.3	138.1	183	183.5	103.5	180	180.1	193.5	89.4	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	248.8	158	158.4	190.4	229	229.1	148.7	221	221.4	241.7	134	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:	248.8	158	158.4	190.4	229	229.1	148.7	221	221.4	241.7	134	28.0
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	C
HCM2kAvgQ:	28	37	37	18	44	44	30	57	57	36	31	9

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

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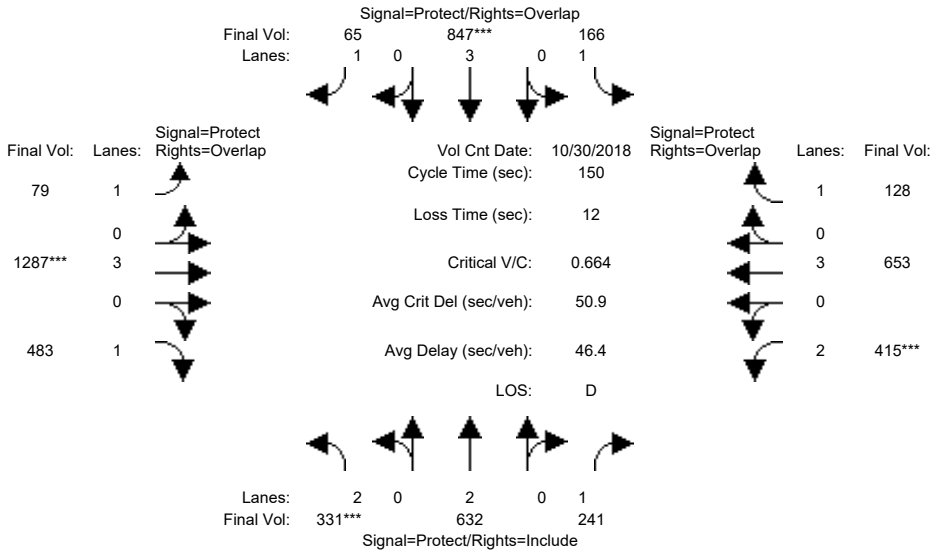
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	331	632	241	166	847	65	79	1287	483	415	653	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	632	241	166	847	65	79	1287	483	415	653	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	632	241	166	847	65	79	1287	483	415	653	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	632	241	166	847	65	79	1287	483	415	653	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	632	241	166	847	65	79	1287	483	415	653	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	632	241	166	847	65	79	1287	483	415	653	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.14	0.09	0.15	0.04	0.05	0.23	0.28	0.13	0.11	0.07
Crit Moves:	****				****			****		****		
Green Time:	23.7	36.5	36.5	20.8	33.6	56.9	23.4	51.0	74.7	29.7	57.4	78.2
Volume/Cap:	0.66	0.68	0.57	0.68	0.66	0.10	0.29	0.66	0.55	0.66	0.30	0.14
Uniform Del:	59.4	51.5	49.8	61.5	53.1	30.0	56.0	42.2	26.1	55.5	32.3	18.6
IncremntDel:	3.4	2.1	1.8	7.8	1.3	0.1	0.6	0.9	0.8	2.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	53.7	51.6	69.3	54.4	30.1	56.6	43.1	26.9	58.2	32.4	18.6
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:	62.8	53.7	51.6	69.3	54.4	30.1	56.6	43.1	26.9	58.2	32.4	18.6
LOS by Move:	E	D-	D-	E	D-	C	E+	D	C	E+	C-	B-
HCM2kAvgQ:	9	13	10	8	12	2	3	16	16	11	7	3

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

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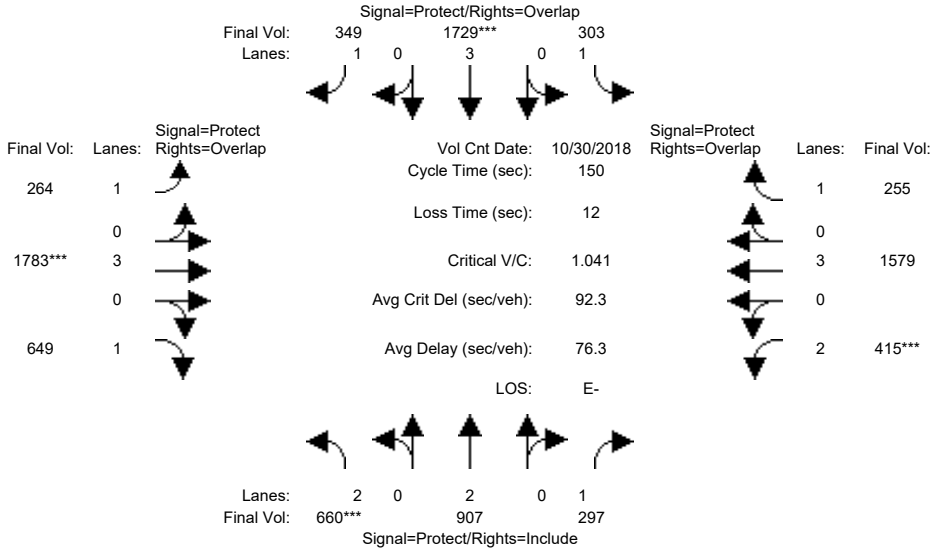
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	660	907	297	303	1729	349	264	1783	649	415	1579	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	907	297	303	1729	349	264	1783	649	415	1579	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	907	297	303	1729	349	264	1783	649	415	1579	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	907	297	303	1729	349	264	1783	649	415	1579	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	907	297	303	1729	349	264	1783	649	415	1579	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	907	297	303	1729	349	264	1783	649	415	1579	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.17	0.17	0.30	0.20	0.15	0.31	0.37	0.13	0.28	0.15
Crit Moves:	****				****			****		****		
Green Time:	30.2	42.8	42.8	31.1	43.7	66.3	22.6	45.1	75.3	19.0	41.5	72.6
Volume/Cap:	1.04	0.84	0.59	0.84	1.04	0.45	1.00	1.04	0.74	1.04	1.00	0.30
Uniform Del:	59.9	50.3	46.1	57.0	53.1	29.2	63.7	52.5	29.6	65.5	54.3	23.4
IncremntDel:	46.7	5.8	1.9	15.4	33.5	0.4	55.8	33.1	3.4	56.0	23.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	106.6	56.0	48.0	72.4	86.6	29.6	119.6	85.6	32.9	121.5	77.3	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.6	56.0	48.0	72.4	86.6	29.6	119.6	85.6	32.9	121.5	77.3	23.6
LOS by Move:	F	E+	D	E	F	C	F	F	C-	F	E-	C
HCM2kAvgQ:	23	20	12	14	29	11	13	29	23	17	30	7

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

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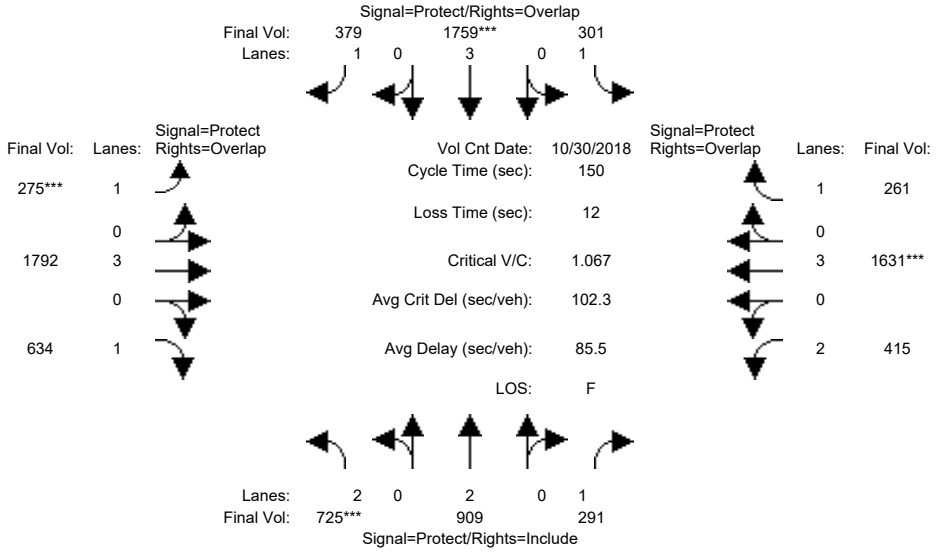
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	725	909	291	301	1759	379	275	1792	634	415	1631	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	909	291	301	1759	379	275	1792	634	415	1631	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	909	291	301	1759	379	275	1792	634	415	1631	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	909	291	301	1759	379	275	1792	634	415	1631	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	909	291	301	1759	379	275	1792	634	415	1631	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	909	291	301	1759	379	275	1792	634	415	1631	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.24	0.17	0.17	0.31	0.22	0.16	0.31	0.36	0.13	0.29	0.15
Crit Moves:	****				****		****				****	
Green Time:	32.3	44.0	44.0	31.7	43.4	65.4	22.1	43.9	76.2	18.4	40.2	71.9
Volume/Cap:	1.07	0.81	0.57	0.81	1.07	0.50	1.07	1.07	0.71	1.07	1.07	0.31
Uniform Del:	58.8	49.2	44.9	56.4	53.3	30.4	64.0	53.1	28.4	65.8	54.9	23.9
IncremntDel:	53.9	4.7	1.5	13.0	42.6	0.5	75.1	45.0	2.7	67.0	43.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	112.8	53.9	46.4	69.4	96.0	30.9	139.0	98.1	31.2	132.8	98.3	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:	112.8	53.9	46.4	69.4	96.0	30.9	139.0	98.1	31.2	132.8	98.3	24.1
LOS by Move:	F	D-	D	E	F	C	F	F	C	F	F	C
HCM2kAvgQ:	26	20	12	13	30	12	15	31	22	17	33	8

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

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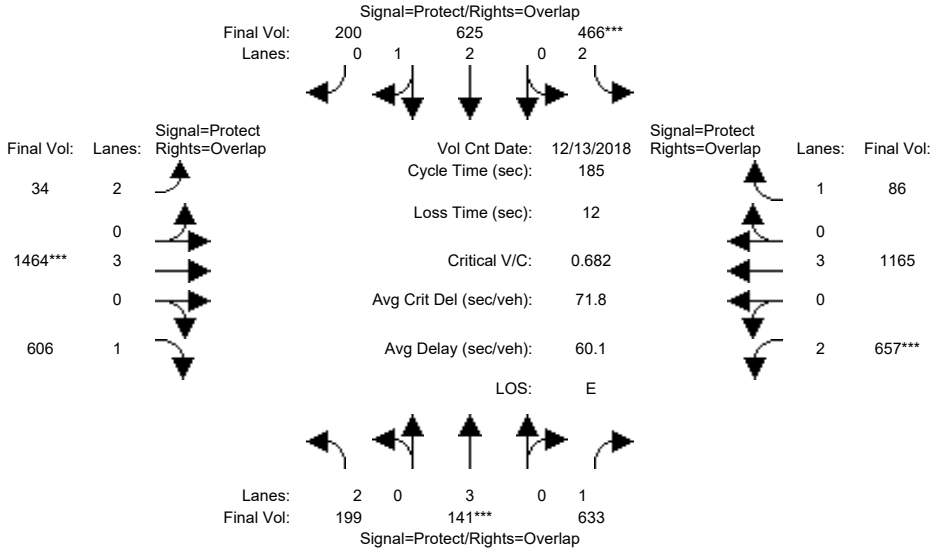
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	199	141	633	466	625	200	34	1464	606	657	1165	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	141	633	466	625	200	34	1464	606	657	1165	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	141	633	466	625	200	34	1464	606	657	1165	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	141	633	466	625	200	34	1464	606	657	1165	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	141	633	466	625	200	34	1464	606	657	1165	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	141	633	466	625	200	34	1464	606	657	1165	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.25	0.75	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4241	1357	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.36	0.15	0.15	0.15	0.01	0.26	0.35	0.21	0.20	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.9	37.0	83.2	32.8	52.9	62.7	9.8	57.0	73.9	46.2	93.4	126.2
Volume/Cap:	0.69	0.12	0.80	0.83	0.52	0.44	0.20	0.83	0.87	0.83	0.40	0.07
Uniform Del:	81.5	60.7	43.8	73.5	55.3	47.4	83.9	59.6	51.1	65.7	28.5	9.8
IncremntDel:	7.0	0.0	6.0	10.5	0.3	0.2	0.6	3.6	11.2	7.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.14	1.03	1.25	1.60
Delay/Veh:	88.5	60.8	49.9	83.9	55.6	47.6	84.5	67.3	69.2	75.6	35.6	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	60.8	49.9	83.9	55.6	47.6	84.5	67.3	69.2	75.6	35.6	15.7
LOS by Move:	F	E	D	F	E+	D	F	E	E	E-	D+	B
HCM2kAvgQ:	7	2	34	17	13	12	1	28	37	23	16	3

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

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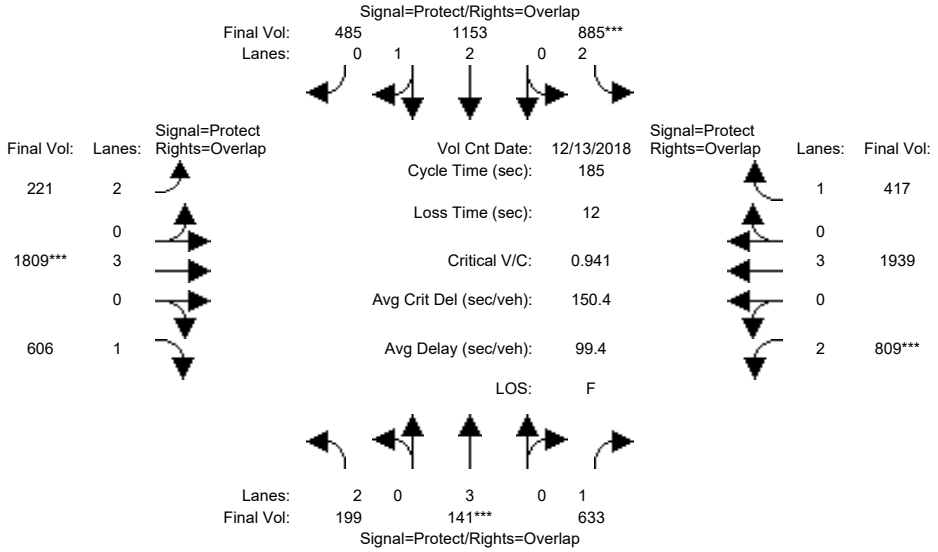
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	199	141	633	885	1153	485	221	1809	606	809	1939	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	141	633	885	1153	485	221	1809	606	809	1939	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	141	633	885	1153	485	221	1809	606	809	1939	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	141	633	885	1153	485	221	1809	606	809	1939	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	141	633	885	1153	485	221	1809	606	809	1939	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	141	633	885	1153	485	221	1809	606	809	1939	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.08	0.92	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3940	1657	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.36	0.28	0.29	0.29	0.07	0.32	0.35	0.26	0.34	0.24
Crit Moves:		****		****				****		****		
Green Time:	17.8	37.0	80.0	41.0	60.2	69.2	9.0	52.0	69.8	43.0	86.0	127.0
Volume/Cap:	0.66	0.12	0.84	1.27	0.90	0.78	1.44	1.13	0.92	1.10	0.73	0.35
Uniform Del:	80.7	60.7	46.7	72.0	59.5	51.2	88.0	66.5	54.9	71.0	40.1	11.9
IncremntDel:	5.2	0.0	8.1	131.6	6.5	2.0	231.8	66.7	17.9	65.8	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.12	1.02	1.20	1.61
Delay/Veh:	85.8	60.8	54.8	203.6	66.0	53.2	319.8	137	79.2	138.5	49.2	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	60.8	54.8	203.6	66.0	53.2	319.8	137	79.2	138.5	49.2	19.4
LOS by Move:	F	E	D-	F	E	D-	F	F	E-	F	D	B-
HCM2kAvgQ:	7	2	35	45	33	28	14	45	39	36	32	16

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

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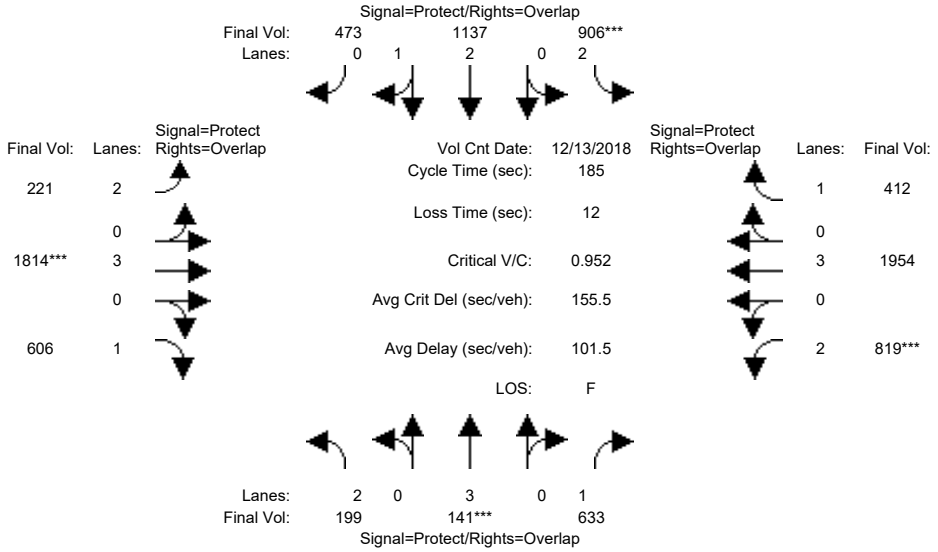
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	141	633	906	1137	473	221	1814	606	819	1954	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	141	633	906	1137	473	221	1814	606	819	1954	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.09	0.91	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3953	1644	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.36	0.29	0.29	0.29	0.07	0.32	0.35	0.26	0.34	0.24
Crit Moves:		****		****				****		****		
Green Time:	18.0	37.0	80.0	41.0	60.0	69.0	9.0	52.0	70.0	43.0	86.0	127.0
Volume/Cap:	0.65	0.12	0.84	1.30	0.89	0.77	1.44	1.13	0.91	1.12	0.74	0.34
Uniform Del:	80.4	60.7	46.7	72.0	59.3	51.1	88.0	66.5	54.6	71.0	40.3	11.9
IncremntDel:	4.8	0.0	8.1	144.4	5.8	1.8	231.8	67.9	17.3	70.8	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.12	1.02	1.20	1.61
Delay/Veh:	85.2	60.8	54.8	216.4	65.1	52.9	319.8	138	78.5	143.5	49.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	60.8	54.8	216.4	65.1	52.9	319.8	138	78.5	143.5	49.5	19.3
LOS by Move:	F	E	D-	F	E	D-	F	F	E-	F	D	B-
HCM2kAvgQ:	7	2	35	47	32	28	14	45	39	37	33	15

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

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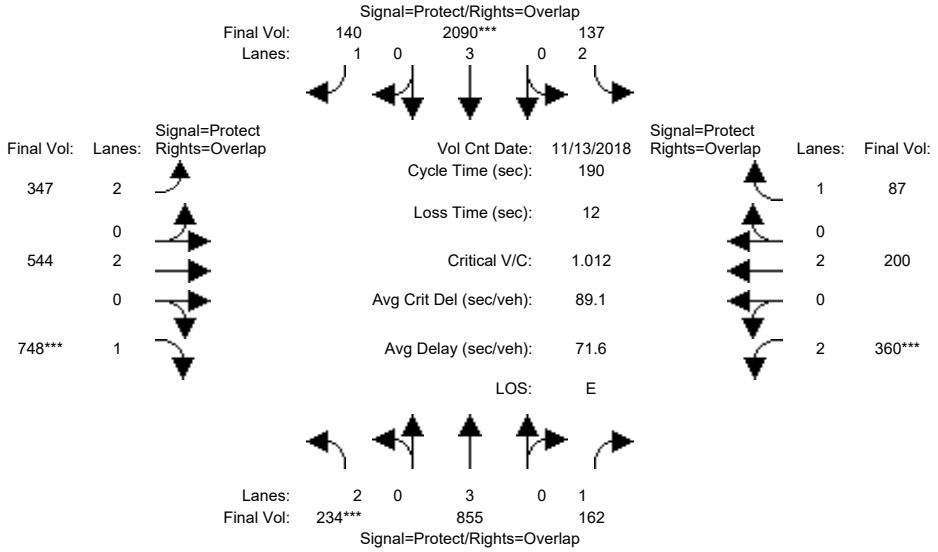
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1276	162	137	2612	140	347	544	748	360	200	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1276	162	137	2612	140	347	544	748	360	200	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	855	162	137	2090	140	347	544	748	360	200	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	855	162	137	2090	140	347	544	748	360	200	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	855	162	137	2090	140	347	544	748	360	200	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.37	0.08	0.11	0.14	0.47	0.11	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.16	0.55	0.88	0.14	0.74	0.51	1.18	0.90	0.21	0.15
Uniform Del:	80.2	33.5	18.6	84.3	51.2	19.5	77.2	57.6	57.5	81.9	55.6	44.3
IncremntDel:	3.9	0.1	0.1	2.6	4.2	0.1	6.0	0.4	98.0	23.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.83	0.62	1.00	1.15	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2kAvgQ:	9	8	3	4	38	5	12	13	63	14	4	4

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

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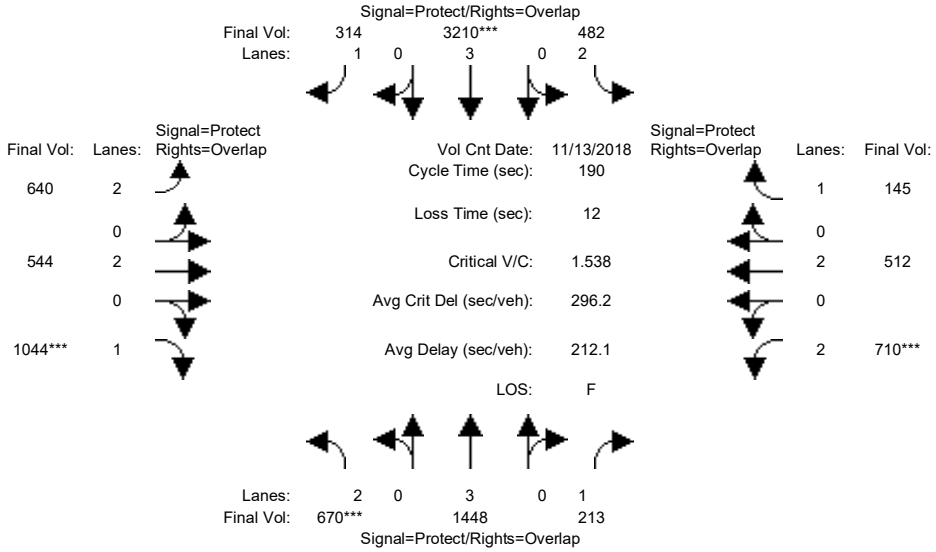
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	670	2161	213	482	4013	314	640	544	1044	710	512	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:	670	2161	213	482	4013	314	640	544	1044	710	512	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:	670	2161	213	482	4013	314	640	544	1044	710	512	145
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	670	1448	213	482	3210	314	640	544	1044	710	512	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1448	213	482	3210	314	640	544	1044	710	512	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:	670	1448	213	482	3210	314	640	544	1044	710	512	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	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.12	0.15	0.56	0.18	0.20	0.14	0.65	0.23	0.13	0.08
Crit Moves:	****				****				****	****		
Green Time:	24.0	86.0	111.4	17.0	79.0	113.0	34.0	49.6	73.6	25.4	41.0	58.0
Volume/Cap:	1.68	0.56	0.21	1.71	1.35	0.30	1.14	0.55	1.68	1.68	0.62	0.27
Uniform Del:	83.0	38.2	18.5	86.5	55.5	19.0	78.0	60.6	58.2	82.3	67.5	50.0
IncremntDel:	318.5	0.3	0.1	334.3	162	0.2	81.1	0.7	314.7	317.9	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.83	0.61	1.00	1.15	1.38	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	401.5	32.1	11.3	420.8	226	26.5	159.1	61.2	372.9	400.2	69.0	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	401.5	32.1	11.3	420.8	226	26.5	159.1	61.2	372.9	400.2	69.0	50.3
LOS by Move:	F	C-	B+	F	F	C	F	E	F	F	E	D
HCM2kAvgQ:	44	17	3	31	92	12	29	13	119	45	13	7

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

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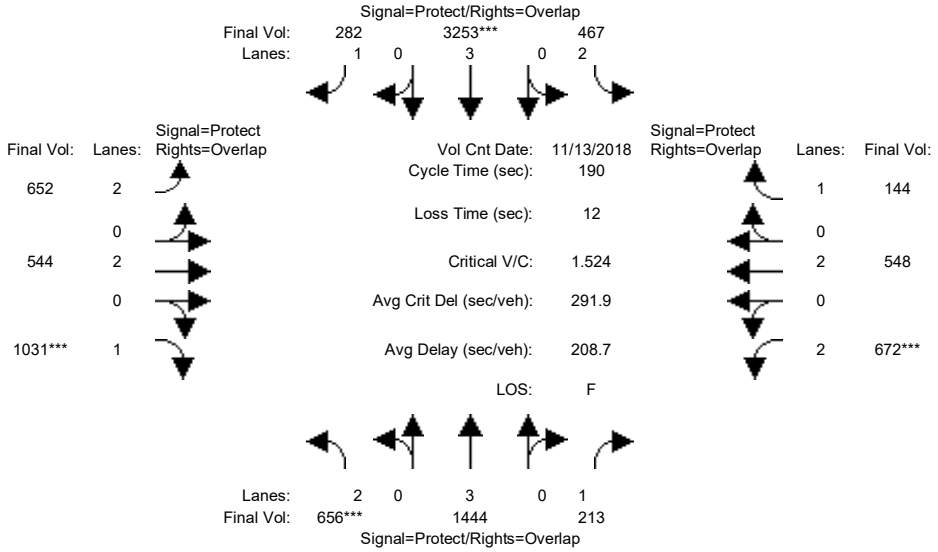
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	656	2155	213	467	4066	282	652	544	1031	672	548	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:	656	2155	213	467	4066	282	652	544	1031	672	548	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:	656	2155	213	467	4066	282	652	544	1031	672	548	144
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	656	1444	213	467	3253	282	652	544	1031	672	548	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	1444	213	467	3253	282	652	544	1031	672	548	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:	656	1444	213	467	3253	282	652	544	1031	672	548	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	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.12	0.15	0.57	0.16	0.21	0.14	0.64	0.21	0.14	0.08
Crit Moves:	****				****				****	****		
Green Time:	24.1	86.0	110.6	17.1	79.0	112.9	33.9	50.3	74.4	24.6	41.0	58.1
Volume/Cap:	1.65	0.56	0.21	1.65	1.37	0.27	1.16	0.54	1.65	1.65	0.67	0.27
Uniform Del:	83.0	38.1	18.9	86.5	55.5	18.6	78.0	59.9	57.8	82.7	68.3	49.9
IncremntDel:	301.4	0.3	0.1	308.7	170	0.1	89.9	0.6	297.5	301.1	2.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.83	0.62	1.00	1.15	1.38	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	384.4	32.0	11.7	395.2	234	25.9	167.9	60.5	355.3	383.8	70.4	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	384.4	32.0	11.7	395.2	234	25.9	167.9	60.5	355.3	383.8	70.4	50.2
LOS by Move:	F	C-	B+	F	F	C	F	E	F	F	E	D
HCM2kAvgQ:	43	16	4	29	94	11	30	13	116	42	14	6

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

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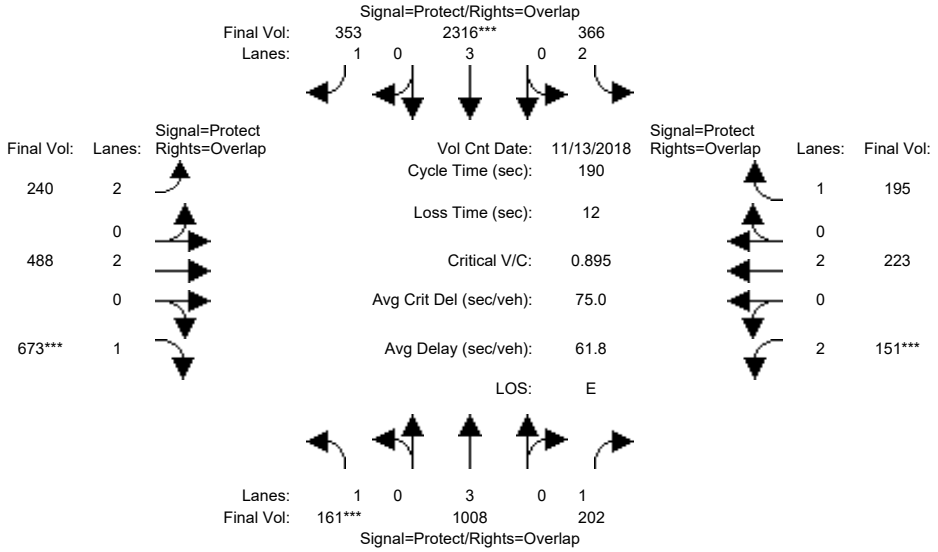
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5613: LAWRENCE EXPWY/REED 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:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	161	1245	202	366	3216	353	240	488	673	151	223	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1245	202	366	3216	353	240	488	673	151	223	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1245	202	366	3216	353	240	488	673	151	223	195
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1008	202	366	2316	353	240	488	673	151	223	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.12	0.12	0.41	0.20	0.08	0.13	0.38	0.05	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.37	0.21	0.82	0.77	0.32	0.78	0.52	1.14	0.65	0.26	0.31
Uniform Del:	86.5	32.0	22.0	79.1	35.9	16.8	83.6	61.7	63.0	85.6	61.0	43.1
IncremntDel:	79.6	0.1	0.1	11.2	1.3	0.2	11.6	0.5	82.7	6.4	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.80	0.69	1.00	1.27	1.45	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
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:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2kAvgQ:	12	9	4	12	37	14	9	12	54	5	5	8

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

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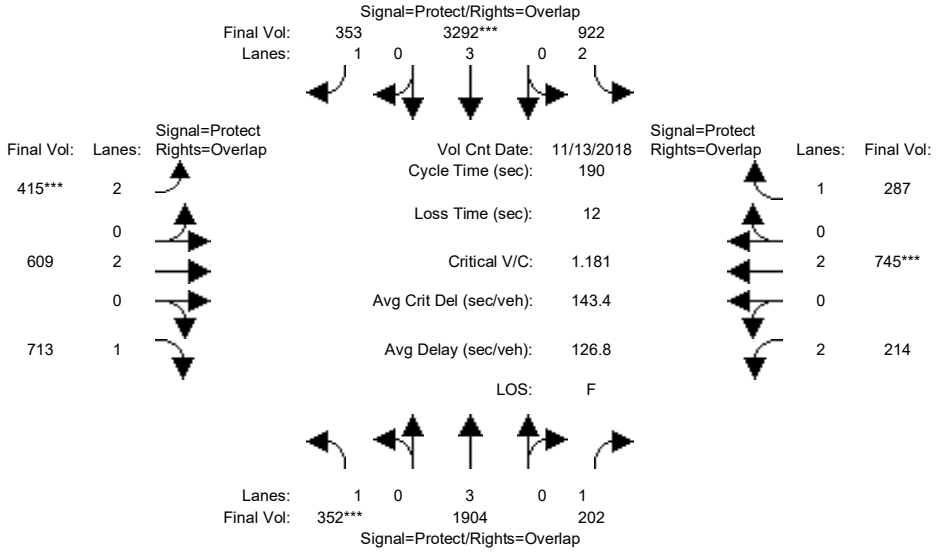
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #5613: LAWRENCE EXPWY/REED 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:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	352	2350	202	922	4572	353	415	609	713	214	745	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	2350	202	922	4572	353	415	609	713	214	745	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	2350	202	922	4572	353	415	609	713	214	745	287
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	1904	202	922	3292	353	415	609	713	214	745	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1904	202	922	3292	353	415	609	713	214	745	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	1904	202	922	3292	353	415	609	713	214	745	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.12	0.29	0.58	0.20	0.13	0.16	0.41	0.07	0.20	0.16
Crit Moves:	****				****		****				****	
Green Time:	26.6	90.0	104.0	36.6	100	117.4	17.4	37.4	64.0	14.0	34.0	70.6
Volume/Cap:	1.44	0.71	0.21	1.52	1.10	0.33	1.44	0.81	1.21	0.92	1.10	0.44
Uniform Del:	81.7	39.5	22.0	76.7	45.0	17.4	86.3	73.0	63.0	87.5	78.0	44.9
IncremntDel:	218.6	0.9	0.1	242.4	49.7	0.2	215.6	6.8	109.5	38.3	63.6	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.80	0.69	1.00	1.27	1.43	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	300.3	32.7	15.2	319.4	107	25.0	301.9	79.8	172.5	125.8	142	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	300.3	32.7	15.2	319.4	107	25.0	301.9	79.8	172.5	125.8	142	45.4
LOS by Move:	F	C-	B	F	F	C	F	E-	F	F	F	D
HCM2kAvgQ:	36	24	4	53	71	14	24	17	61	8	27	13

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

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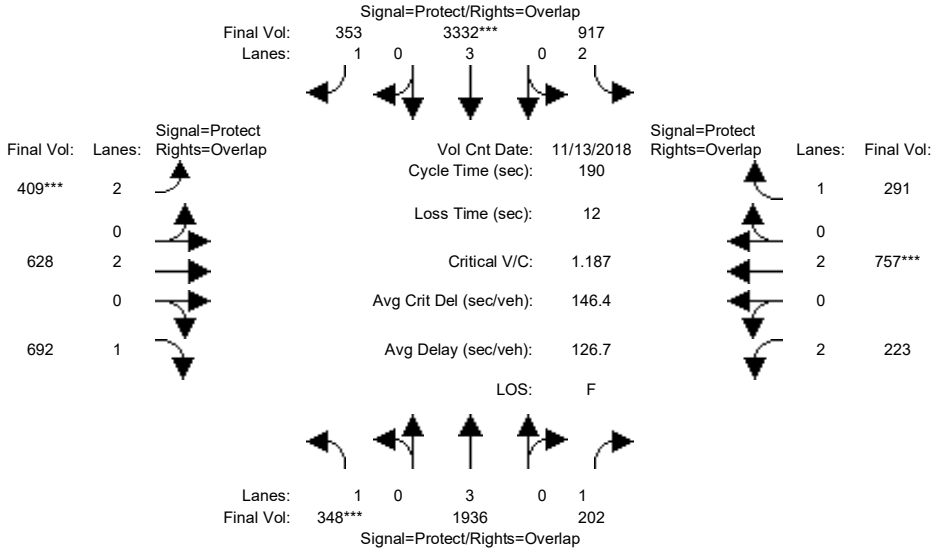
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5613: LAWRENCE EXPWY/REED 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:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	348	2390	202	917	4628	353	409	628	692	223	757	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	2390	202	917	4628	353	409	628	692	223	757	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	2390	202	917	4628	353	409	628	692	223	757	291
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1936	202	917	3332	353	409	628	692	223	757	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1936	202	917	3332	353	409	628	692	223	757	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1936	202	917	3332	353	409	628	692	223	757	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.34	0.12	0.29	0.58	0.20	0.13	0.17	0.40	0.07	0.20	0.17
Crit Moves:	****				****		****				****	
Green Time:	26.6	90.0	104.0	36.6	100	117.4	17.4	37.4	64.0	14.0	34.0	70.6
Volume/Cap:	1.42	0.72	0.21	1.51	1.11	0.33	1.42	0.84	1.17	0.96	1.11	0.45
Uniform Del:	81.7	39.9	22.0	76.7	45.0	17.4	86.3	73.4	63.0	87.7	78.0	45.0
IncremntDel:	210.9	0.9	0.1	238.2	55.3	0.2	207.9	8.4	95.3	47.7	69.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.80	0.69	1.00	1.27	1.43	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	292.6	33.0	15.2	315.2	113	25.1	294.2	81.9	158.3	135.5	148	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	292.6	33.0	15.2	315.2	113	25.1	294.2	81.9	158.3	135.5	148	45.5
LOS by Move:	F	C-	B	F	F	C	F	F	F	F	F	D
HCM2kAvgQ:	35	24	4	53	73	14	23	18	57	9	28	13

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

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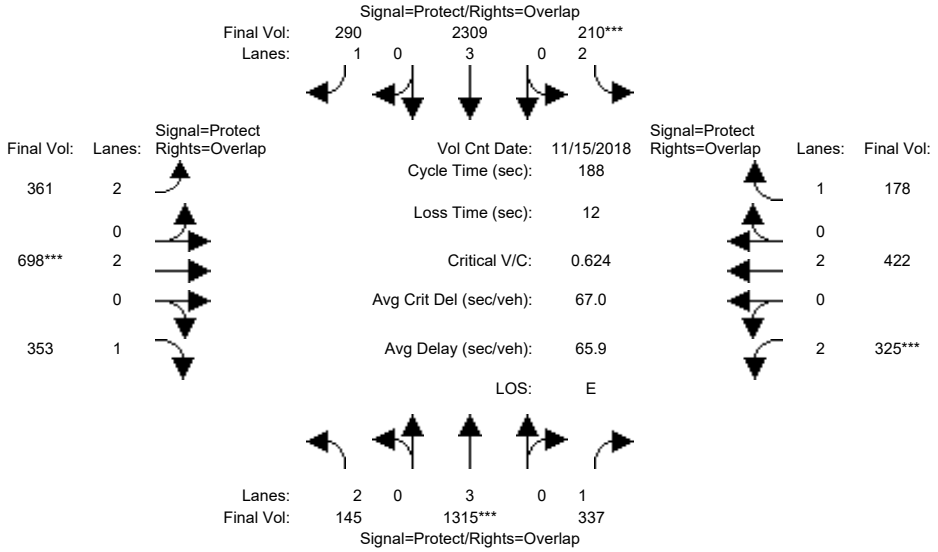
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	145	1708	337	210	2960	290	361	698	353	325	422	178
Growth Adj:	1.00	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	1708	337	210	2960	290	361	698	353	325	422	178
Added Vol:	0	0	0	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	1708	337	210	2960	290	361	698	353	325	422	178
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1315	337	210	2309	290	361	698	353	325	422	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1315	337	210	2309	290	361	698	353	325	422	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1315	337	210	2309	290	361	698	353	325	422	178
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	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.19	0.07	0.41	0.17	0.11	0.18	0.20	0.10	0.11	0.10
Crit Moves:		****		****				****		****		
Green Time:	14.0	85.0	110.5	20.0	91.0	117.5	26.5	45.5	59.5	25.5	44.5	64.5
Volume/Cap:	0.62	0.51	0.33	0.63	0.84	0.27	0.81	0.76	0.64	0.76	0.47	0.30
Uniform Del:	84.4	36.7	19.8	80.4	42.1	15.9	78.4	66.2	55.0	78.3	61.6	45.1
IncremntDel:	4.9	0.2	0.2	3.7	2.4	0.1	11.0	3.7	2.5	7.7	0.4	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.05	1.55	1.95	1.08	1.63	2.11	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.9	57.0	38.8	90.5	70.8	33.6	89.4	69.9	57.5	86.0	62.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	57.0	38.8	90.5	70.8	33.6	89.4	69.9	57.5	86.0	62.0	45.4
LOS by Move:	F	E+	D+	F	E	C-	F	E	E+	F	E	D
HCM2kAvgQ:	5	22	17	7	42	14	12	18	18	12	10	8

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

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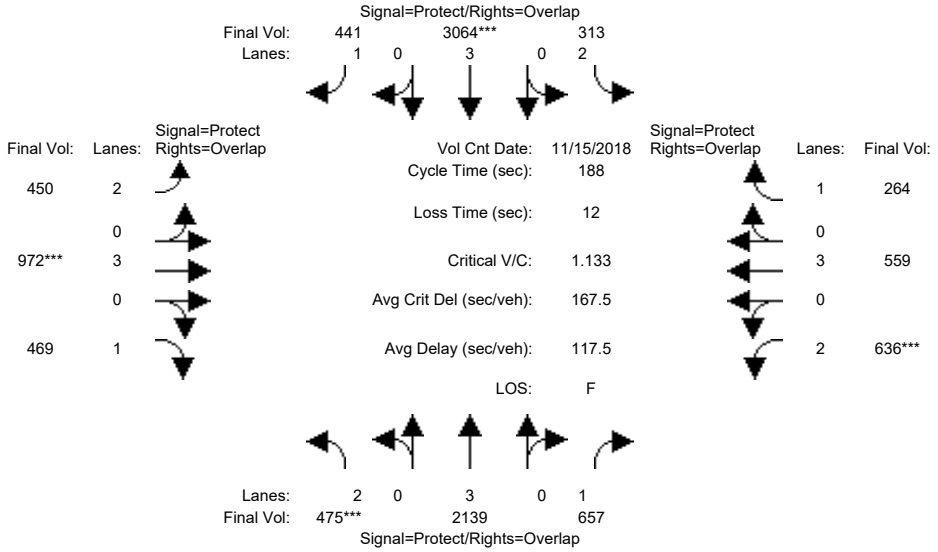
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no ECRSP PM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	475	2778	657	313	3928	441	450	972	469	636	559	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	2778	657	313	3928	441	450	972	469	636	559	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	2778	657	313	3928	441	450	972	469	636	559	264
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	2139	657	313	3064	441	450	972	469	636	559	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	2139	657	313	3064	441	450	972	469	636	559	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	475	2139	657	313	3064	441	450	972	469	636	559	264
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.10	0.54	0.25	0.14	0.17	0.27	0.20	0.10	0.15
Crit Moves:	****				****			****		****		
Green Time:	18.4	88.5	113.2	20.8	91.0	119.0	28.0	42.0	60.4	24.6	38.6	59.4
Volume/Cap:	1.54	0.80	0.62	0.90	1.11	0.40	0.96	0.76	0.83	1.54	0.48	0.48
Uniform Del:	84.8	42.1	23.8	82.5	48.5	16.9	79.4	68.3	59.2	81.7	65.8	51.8
IncremntDel:	259.5	1.7	1.2	24.5	55.6	0.2	31.1	2.8	10.4	255.8	0.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.07	1.59	2.01	1.08	1.63	2.15	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	350.5	68.8	49.1	113.8	134	36.6	110.5	71.1	69.6	337.4	66.1	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	350.5	68.8	49.1	113.8	134	36.6	110.5	71.1	69.6	337.4	66.1	52.4
LOS by Move:	F	E	D	F	F	D+	F	E	E	F	E	D-
HCM2kAvgQ:	28	37	35	10	67	22	17	17	27	39	9	13

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

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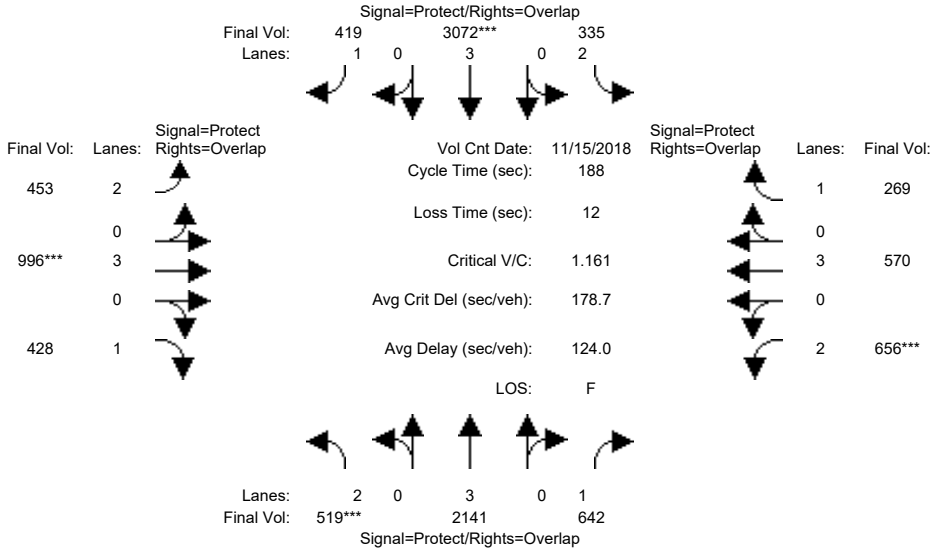
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	519	2780	642	335	3938	419	453	996	428	656	570	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	2780	642	335	3938	419	453	996	428	656	570	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	2780	642	335	3938	419	453	996	428	656	570	269
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	2141	642	335	3072	419	453	996	428	656	570	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	2141	642	335	3072	419	453	996	428	656	570	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	519	2141	642	335	3072	419	453	996	428	656	570	269
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.37	0.11	0.54	0.24	0.14	0.17	0.24	0.21	0.10	0.15
Crit Moves:	****				****			****		****		
Green Time:	19.0	89.0	113.0	21.0	91.0	118.9	27.9	42.0	61.0	24.0	38.1	59.1
Volume/Cap:	1.63	0.79	0.61	0.95	1.11	0.38	0.97	0.78	0.75	1.63	0.49	0.49
Uniform Del:	84.5	41.7	23.6	83.0	48.5	16.7	79.7	68.7	56.8	82.0	66.4	52.2
IncremntDel:	297.8	1.7	1.1	36.1	56.7	0.2	33.9	3.2	5.7	295.0	0.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.07	1.60	2.01	1.08	1.63	2.15	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	388.7	68.4	48.4	126.0	136	36.1	113.5	71.9	62.5	377.0	66.7	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:	388.7	68.4	48.4	126.0	136	36.1	113.5	71.9	62.5	377.0	66.7	52.9
LOS by Move:	F	E	D	F	F	D+	F	E	E	F	E	D-
HCM2kAvgQ:	32	37	34	11	67	20	17	18	23	42	10	13

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

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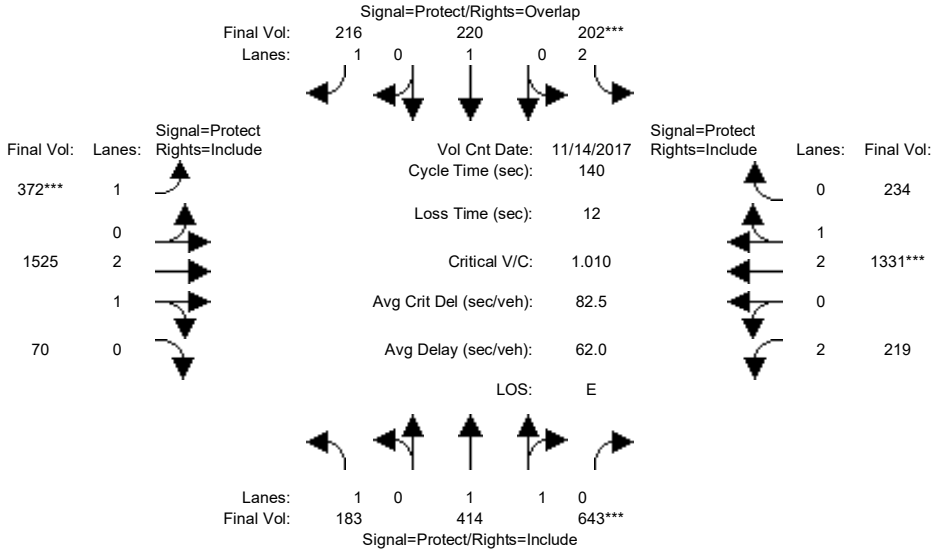
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	183	414	643	202	220	216	372	1525	70	219	1331	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	414	643	202	220	216	372	1525	70	219	1331	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	414	643	202	220	216	372	1525	70	219	1331	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	414	643	202	220	216	372	1525	70	219	1331	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	414	643	202	220	216	372	1525	70	219	1331	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	414	643	202	220	216	372	1525	70	219	1331	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.86	0.14	2.00	2.53	0.47
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5354	246	3150	4762	837
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.37	0.06	0.12	0.12	0.21	0.28	0.28	0.07	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	28.4	50.9	50.9	8.9	31.4	60.9	29.5	54.8	54.8	13.4	38.7	38.7
Volume/Cap:	0.52	0.60	1.01	1.01	0.52	0.28	1.01	0.73	0.73	0.73	1.01	1.01
Uniform Del:	49.7	36.2	44.5	65.6	47.6	25.5	55.3	36.2	36.2	61.5	50.6	50.6
IncremntDel:	1.3	0.6	30.4	66.3	1.1	0.2	49.5	1.3	1.3	8.6	25.4	25.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	36.8	74.9	131.9	48.7	25.7	104.8	37.5	37.5	70.2	76.0	76.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	36.8	74.9	131.9	48.7	25.7	104.8	37.5	37.5	70.2	76.0	76.0
LOS by Move:	D-	D+	E	F	D	C	F	D+	D+	E	E-	E-
HCM2kAvgQ:	8	15	37	9	9	6	20	19	19	6	26	26

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

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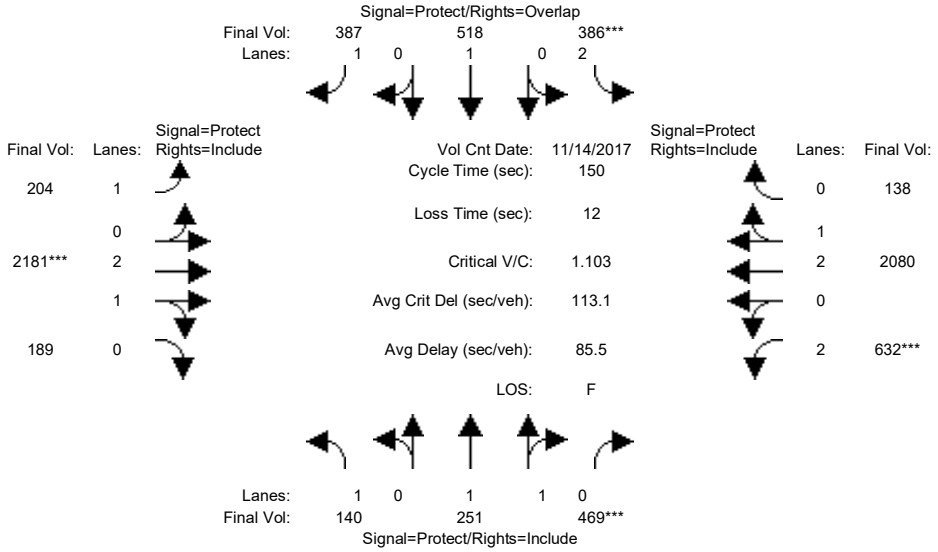
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #5: Pastoria Ave & El Camino Real



Street Name:	Pastoria Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	140	251	469	386	518	387	204	2181	189	632	2080	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	251	469	386	518	387	204	2181	189	632	2080	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	251	469	386	518	387	204	2181	189	632	2080	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	251	469	386	518	387	204	2181	189	632	2080	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	251	469	386	518	387	204	2181	189	632	2080	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	251	469	386	518	387	204	2181	189	632	2080	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.75	0.25	2.00	2.81	0.19
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5153	447	3150	5251	348
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.27	0.12	0.27	0.22	0.12	0.42	0.42	0.20	0.40	0.40
Crit Moves:			****	****				****		****		
Green Time:	12.1	36.5	36.5	16.7	41.1	60.4	19.3	57.6	57.6	27.3	65.6	65.6
Volume/Cap:	1.00	0.54	1.10	1.10	1.00	0.55	0.91	1.10	1.10	1.10	0.91	0.91
Uniform Del:	68.9	49.5	56.8	66.7	54.4	34.4	64.5	46.2	46.2	61.4	39.3	39.3
IncremntDel:	74.5	0.5	66.7	78.6	38.3	0.9	35.6	53.9	53.9	68.8	5.4	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	143.4	50.0	123.5	145.3	92.6	35.3	100.0	100	100.1	130.2	44.7	44.7
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:	143.4	50.0	123.5	145.3	92.6	35.3	100.0	100	100.1	130.2	44.7	44.7
LOS by Move:	F	D	F	F	F	D+	F	F	F	F	D	D
HCM2kAvgQ:	11	10	33	17	29	15	10	46	46	22	32	32

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

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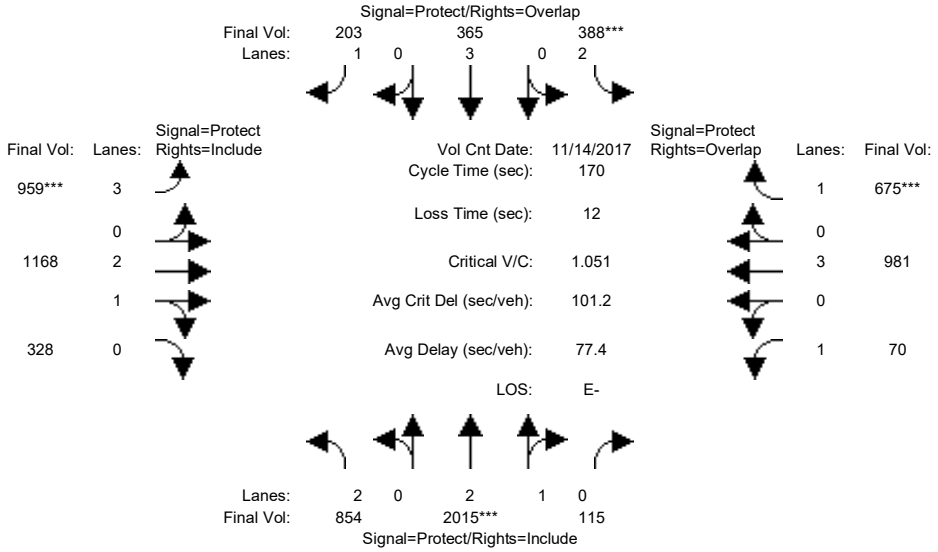
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	854	2015	115	388	365	203	959	1168	328	70	981	675
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	854	2015	115	388	365	203	959	1168	328	70	981	675
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	854	2015	115	388	365	203	959	1168	328	70	981	675
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	854	2015	115	388	365	203	959	1168	328	70	981	675
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	854	2015	115	388	365	203	959	1168	328	70	981	675
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	854	2015	115	388	365	203	959	1168	328	70	981	675
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.80	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	3.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	3150	5297	302	3150	5700	1750	4551	4371	1227	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.38	0.38	0.12	0.06	0.12	0.21	0.27	0.27	0.04	0.17	0.39
Crit Moves:		****			****			****				****
Green Time:	65.9	61.5	61.5	19.9	15.6	49.6	34.1	66.3	66.3	10.2	42.5	62.4
Volume/Cap:	0.70	1.05	1.05	1.05	0.70	0.40	1.05	0.68	0.68	0.67	0.69	1.05
Uniform Del:	43.7	54.2	54.2	75.0	74.9	48.2	68.0	43.1	43.1	78.2	57.8	53.8
IncremntDel:	1.8	35.0	35.0	60.9	4.2	0.5	44.1	0.9	0.9	15.0	1.4	49.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.6	89.2	89.2	135.9	79.1	48.7	112.1	44.1	44.1	93.2	59.2	103.5
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:	45.6	89.2	89.2	135.9	79.1	48.7	112.1	44.1	44.1	93.2	59.2	103.5
LOS by Move:	D	F	F	F	E-	D	F	D	D	F	E+	F
HCM2kAvgQ:	22	44	44	15	6	9	24	21	21	4	15	44

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

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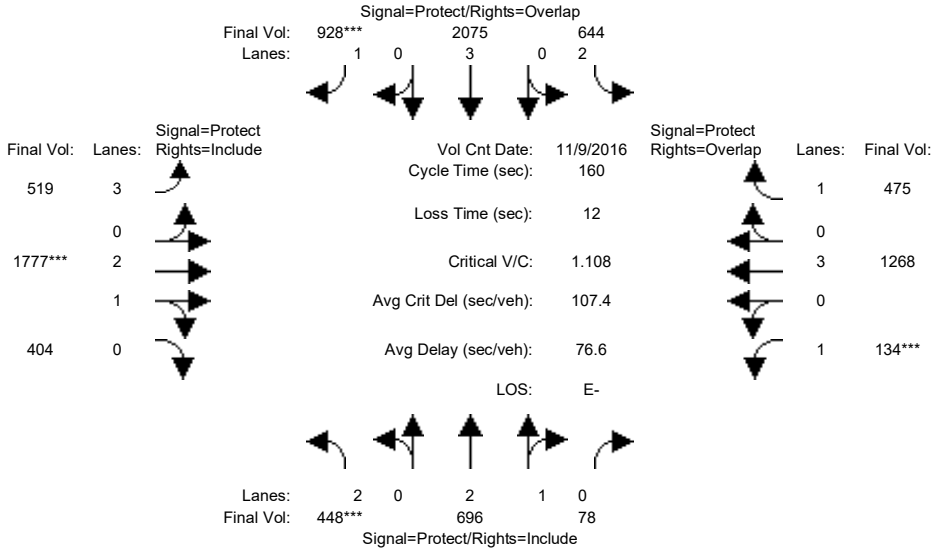
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #6: Mathilda Ave & El Camino Real



Street Name:	Mathilda Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 5:00 PM - 6:00 PM												
Base Vol:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	696	78	644	2075	928	519	1777	404	134	1268	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	696	78	644	2075	928	519	1777	404	134	1268	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	696	78	644	2075	928	519	1777	404	134	1268	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	696	78	644	2075	928	519	1777	404	134	1268	475
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	0.80	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	3.00	2.42	0.58	1.00	3.00	1.00
Final Sat.:	3150	5035	564	3150	5700	1750	4551	4561	1037	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.20	0.36	0.53	0.11	0.39	0.39	0.08	0.22	0.27
Crit Moves:	****					****		****		****		
Green Time:	20.5	32.5	32.5	48.1	60.1	82.9	22.8	56.3	56.3	11.1	44.5	92.6
Volume/Cap:	1.11	0.68	0.68	0.68	0.97	1.02	0.80	1.11	1.11	1.11	0.80	0.47
Uniform Del:	69.7	58.9	58.9	49.2	49.0	38.5	66.4	51.9	51.9	74.5	53.6	19.5
IncremntDel:	77.2	1.7	1.7	2.0	12.9	35.8	7.0	56.5	56.5	113.7	3.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	146.9	60.6	60.6	51.2	61.9	74.3	73.4	108	108.4	188.2	56.6	19.8
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:	146.9	60.6	60.6	51.2	61.9	74.3	73.4	108	108.4	188.2	56.6	19.8
LOS by Move:	F	E	E	D-	E	E	E	F	F	F	E+	B-
HCM2kAvgQ:	18	12	12	16	34	54	9	43	43	9	19	14

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

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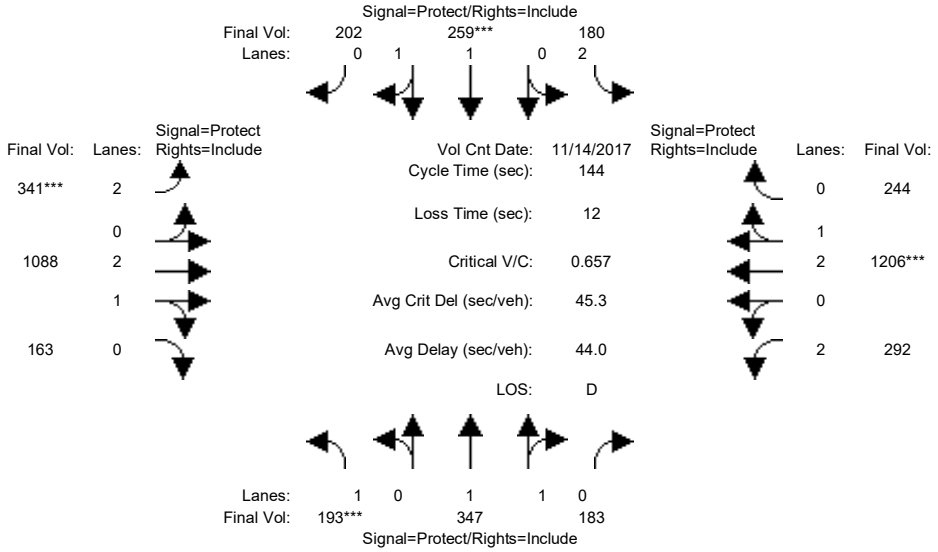
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	193	347	183	180	259	202	341	1088	163	292	1206	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	347	183	180	259	202	341	1088	163	292	1206	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	347	183	180	259	202	341	1088	163	292	1206	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	347	183	180	259	202	341	1088	163	292	1206	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	347	183	180	259	202	341	1088	163	292	1206	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	347	183	180	259	202	341	1088	163	292	1206	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.29	0.71	2.00	1.10	0.90	2.00	2.59	0.41	2.00	2.48	0.52
Final Sat.:	1750	2422	1277	3150	2078	1620	3150	4869	730	3150	4656	942
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.06	0.12	0.12	0.11	0.22	0.22	0.09	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	24.2	36.8	36.8	14.7	27.3	27.3	23.7	56.9	56.9	23.6	56.8	56.8
Volume/Cap:	0.66	0.56	0.56	0.56	0.66	0.66	0.66	0.57	0.57	0.57	0.66	0.66
Uniform Del:	56.0	46.6	46.6	61.6	54.0	54.0	56.3	33.9	33.9	55.5	35.7	35.7
IncremntDel:	5.3	0.8	0.8	2.2	2.3	2.3	3.1	0.3	0.3	1.5	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.4	47.3	47.3	63.8	56.3	56.3	59.4	34.3	34.3	56.9	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	47.3	47.3	63.8	56.3	56.3	59.4	34.3	34.3	56.9	36.4	36.4
LOS by Move:	E	D	D	E	E+	E+	E+	C-	C-	E+	D+	D+
HCM2kAvgQ:	10	11	11	5	10	10	8	14	14	7	17	17

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

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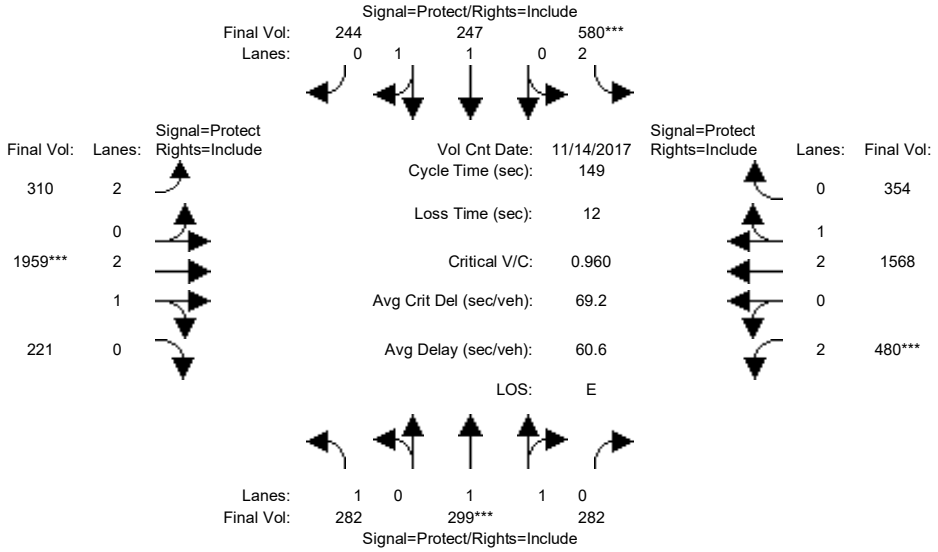
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #7: Sunnyvale Ave & El Camino Real



Street Name:	Sunnyvale Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	282	299	282	580	247	244	310	1959	221	480	1568	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	299	282	580	247	244	310	1959	221	480	1568	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	299	282	580	247	244	310	1959	221	480	1568	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	299	282	580	247	244	310	1959	221	480	1568	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	299	282	580	247	244	310	1959	221	480	1568	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	299	282	580	247	244	310	1959	221	480	1568	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	2.68	0.32	2.00	2.43	0.57
Final Sat.:	1750	1903	1795	3150	1899	1800	3150	5032	568	3150	4567	1031
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.13	0.14	0.10	0.39	0.39	0.15	0.34	0.34
Crit Moves:		****		****				****		****		
Green Time:	28.8	24.4	24.4	28.6	24.2	24.2	18.7	60.4	60.4	23.6	65.3	65.3
Volume/Cap:	0.83	0.96	0.96	0.96	0.80	0.83	0.78	0.96	0.96	0.96	0.78	0.78
Uniform Del:	57.8	61.8	61.8	59.7	60.1	60.5	63.2	43.1	43.1	62.2	35.8	35.8
IncremntDel:	16.3	26.9	26.9	26.9	7.4	10.0	9.8	11.1	11.1	30.3	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	88.7	88.7	86.6	67.5	70.5	73.0	54.2	54.2	92.5	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	88.7	88.7	86.6	67.5	70.5	73.0	54.2	54.2	92.5	37.5	37.5
LOS by Move:	E	F	F	F	E	E	E	D-	D-	F	D+	D+
HCM2kAvgQ:	16	18	18	20	13	14	8	31	31	13	23	23

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

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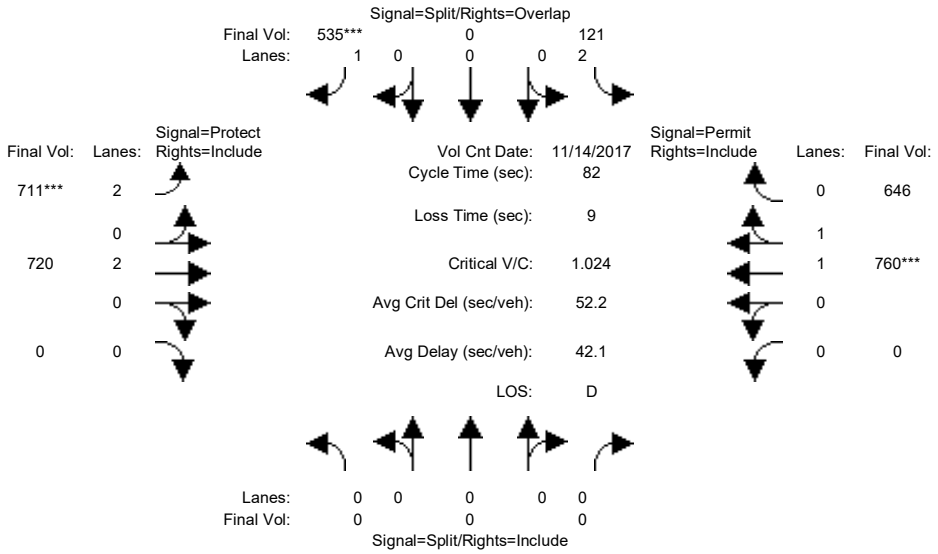
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
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: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	121	0	535	711	720	0	0	760	646
Growth Adj:	1.00	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	121	0	535	711	720	0	0	760	646
Added Vol:	0	0	0	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	121	0	535	711	720	0	0	760	646
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	121	0	535	711	720	0	0	760	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	535	711	720	0	0	760	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	121	0	535	711	720	0	0	760	646
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	1.06	0.94
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	1999	1699
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.31	0.23	0.19	0.00	0.00	0.38	0.38
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	24.5	0.0	42.6	18.1	48.5	0.0	0.0	30.4	30.4
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.59	1.02	0.32	0.00	0.00	1.02	1.02
Uniform Del:	0.0	0.0	0.0	21.0	0.0	13.7	32.0	8.4	0.0	0.0	25.8	25.8
IncremntDel:	0.0	0.0	0.0	0.1	0.0	1.0	40.4	0.1	0.0	0.0	30.6	30.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.0	0.0	14.7	72.4	8.5	0.0	0.0	56.4	56.4
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	21.0	0.0	14.7	72.4	8.5	0.0	0.0	56.4	56.4
LOS by Move:	A	A	A	C+	A	B	E	A	A	A	E+	E+
HCM2kAvgQ:	0	0	0	1	0	11	18	5	0	0	27	27

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

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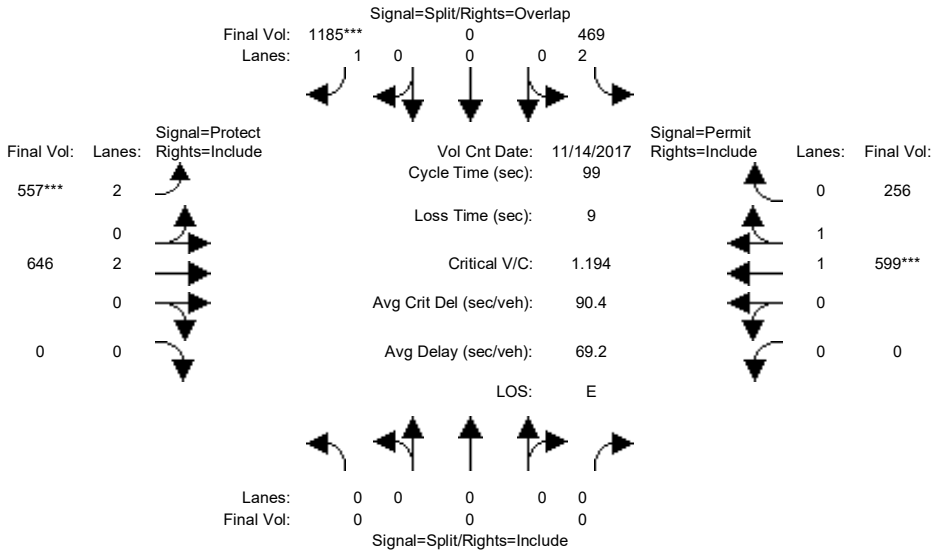
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #14: Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	0	0	0	469	0	1185	557	646	0	0	599	256
Growth Adj:	1.00	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	469	0	1185	557	646	0	0	599	256
Added Vol:	0	0	0	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	469	0	1185	557	646	0	0	599	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	469	0	1185	557	646	0	0	599	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	1185	557	646	0	0	599	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	469	0	1185	557	646	0	0	599	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	2591	1107
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.68	0.18	0.17	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	56.2	0.0	70.8	14.7	33.8	0.0	0.0	19.2	19.2
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.95	1.19	0.50	0.00	0.00	1.19	1.19
Uniform Del:	0.0	0.0	0.0	10.9	0.0	12.4	42.2	25.8	0.0	0.0	39.9	39.9
IncremntDel:	0.0	0.0	0.0	0.1	0.0	14.5	106.6	0.3	0.0	0.0	101	100.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	26.9	148.7	26.1	0.0	0.0	140	140.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	26.9	148.7	26.1	0.0	0.0	140	140.5
LOS by Move:	A	A	A	B+	A	C	F	C	A	A	F	F
HCM2kAvgQ:	0	0	0	4	0	40	20	8	0	0	25	25

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

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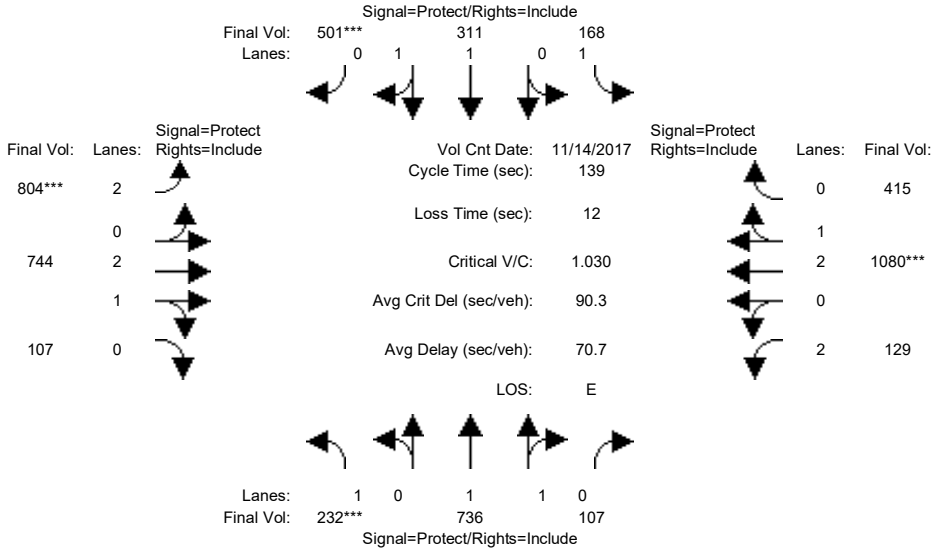
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 7:30 AM - 8:30 AM												
Base Vol:	232	736	107	168	311	501	804	744	107	129	1080	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	736	107	168	311	501	804	744	107	129	1080	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	736	107	168	311	501	804	744	107	129	1080	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	736	107	168	311	501	804	744	107	129	1080	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	736	107	168	311	501	804	744	107	129	1080	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	736	107	168	311	501	804	744	107	129	1080	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.95
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	2.00	2.61	0.39	2.00	2.14	0.86
Final Sat.:	1750	3230	470	1750	1900	1750	3150	4895	704	3150	4043	1554
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.10	0.16	0.29	0.26	0.15	0.15	0.04	0.27	0.27
Crit Moves:	****					****	****				****	
Green Time:	17.9	39.8	39.8	16.8	38.6	38.6	34.4	52.9	52.9	17.5	36.0	36.0
Volume/Cap:	1.03	0.80	0.80	0.80	0.59	1.03	1.03	0.40	0.40	0.32	1.03	1.03
Uniform Del:	60.6	45.9	45.9	59.5	43.3	50.2	52.3	31.4	31.4	55.3	51.5	51.5
IncremntDel:	68.0	4.3	4.3	18.7	0.7	40.0	40.2	0.1	0.1	0.5	31.7	31.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	128.6	50.2	50.2	78.2	44.0	90.2	92.4	31.5	31.5	55.8	83.2	83.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.6	50.2	50.2	78.2	44.0	90.2	92.4	31.5	31.5	55.8	83.2	83.2
LOS by Move:	F	D	D	E-	D	F	F	C	C	E+	F	F
HCM2kAvgQ:	13	17	17	8	11	28	27	9	9	3	24	24

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

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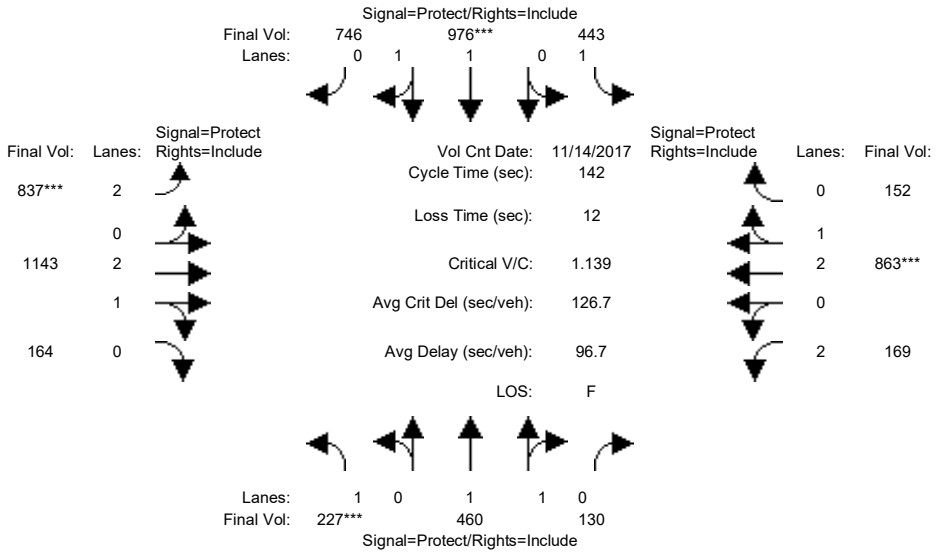
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #19: Mary Ave & Fremont Ave



Street Name:	Mary Ave						Fremont 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	227	460	130	443	976	746	837	1143	164	169	863	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	460	130	443	976	746	837	1143	164	169	863	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	460	130	443	976	746	837	1143	164	169	863	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	460	130	443	976	746	837	1143	164	169	863	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	460	130	443	976	746	837	1143	164	169	863	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	460	130	443	976	746	837	1143	164	169	863	152
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	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	1.11	0.89	2.00	2.61	0.39	2.00	2.53	0.47
Final Sat.:	1750	2884	815	1750	2096	1602	3150	4896	703	3150	4760	838
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.25	0.47	0.47	0.27	0.23	0.23	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	16.2	28.7	28.7	45.6	58.1	58.1	33.1	45.3	45.3	10.4	22.6	22.6
Volume/Cap:	1.14	0.79	0.79	0.79	1.14	1.14	1.14	0.73	0.73	0.73	1.14	1.14
Uniform Del:	62.9	53.8	53.8	43.9	42.0	42.0	54.4	42.9	42.9	64.4	59.7	59.7
IncremntDel:	106.0	5.7	5.7	7.4	71.0	71.0	78.4	1.6	1.6	11.3	76.0	76.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	168.9	59.4	59.4	51.3	113	112.9	132.8	44.5	44.5	75.7	136	135.7
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:	168.9	59.4	59.4	51.3	113	112.9	132.8	44.5	44.5	75.7	136	135.7
LOS by Move:	F	E+	E+	D-	F	F	F	D	D	E-	F	F
HCM2kAvgQ:	15	13	13	18	49	49	33	18	18	4	21	21

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

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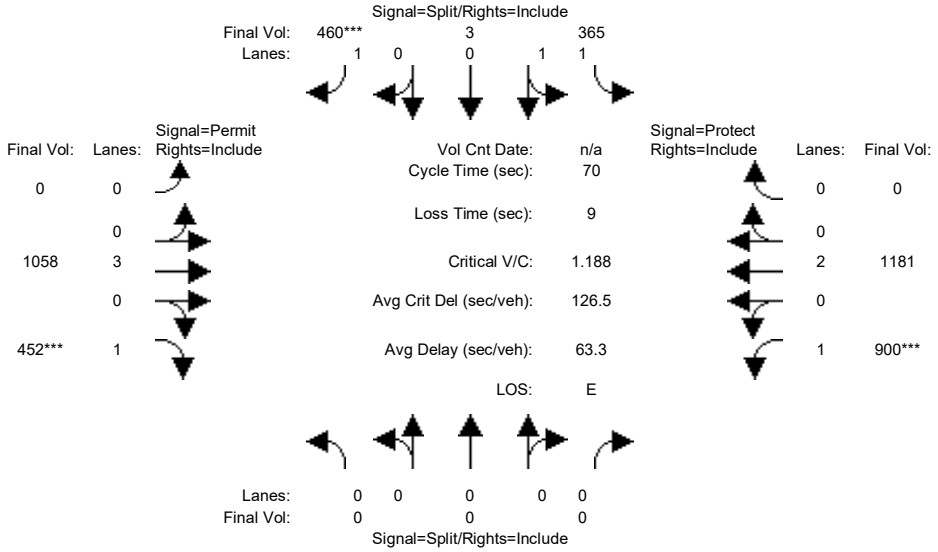
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	365	3	460	0	1058	452	900	1181	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	365	3	460	0	1058	452	900	1181	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	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	3521	29	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.26	0.00	0.19	0.26	0.51	0.31	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	15.5	15.5	15.5	0.0	15.2	15.2	30.3	45.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	1.19	0.00	0.85	1.19	1.19	0.48	0.00
Uniform Del:	0.0	0.0	0.0	23.7	23.7	27.3	0.0	26.3	27.4	19.9	6.2	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	107.8	0.0	6.0	108.1	97.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	24.1	24.1	135.0	0.0	32.3	135.5	117.5	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.1	24.1	135.0	0.0	32.3	135.5	117.5	6.4	0.0
LOS by Move:	A	A	A	C	C	F	A	C-	F	F	A	A
HCM2kAvgQ:	0	0	0	4	4	24	0	10	24	43	7	0

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

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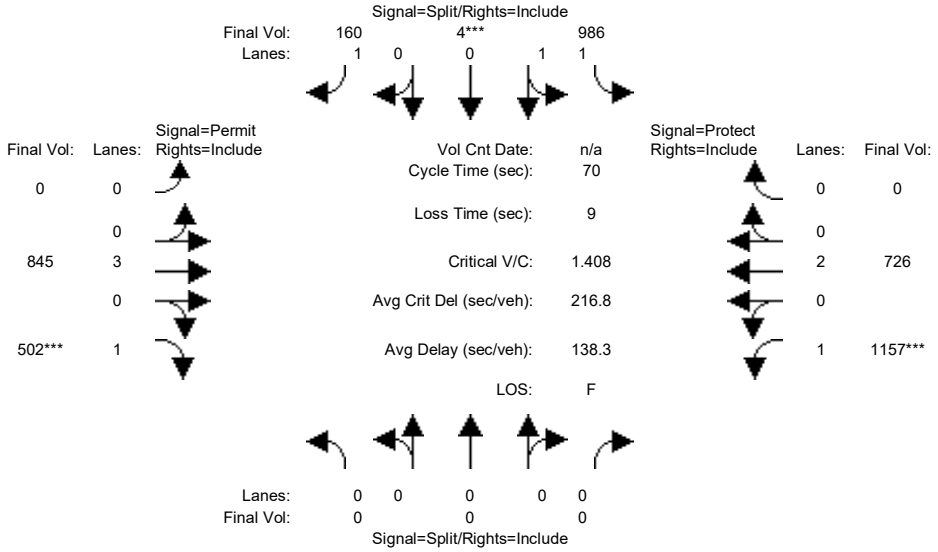
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #21: SR 85 SB Ramps & Fremont Ave



Street Name:	SR 85 SB Ramps						Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	986	4	160	0	845	502	1157	726	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	986	4	160	0	845	502	1157	726	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	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	3536	14	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.09	0.00	0.15	0.29	0.66	0.19	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	13.9	13.9	13.9	0.0	14.3	14.3	32.9	47.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.41	1.41	0.46	0.00	0.73	1.41	1.41	0.28	0.00
Uniform Del:	0.0	0.0	0.0	28.1	28.1	24.8	0.0	26.1	27.9	18.6	4.6	0.0
IncremntDel:	0.0	0.0	0.0	192.0	192	1.0	0.0	2.4	199.6	190.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	220.1	220	25.7	0.0	28.4	227.4	209.4	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	220.1	220	25.7	0.0	28.4	227.4	209.4	4.7	0.0
LOS by Move:	A	A	A	F	F	C	A	C	F	F	A	A
HCM2kAvgQ:	0	0	0	32	32	4	0	7	33	73	3	0

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

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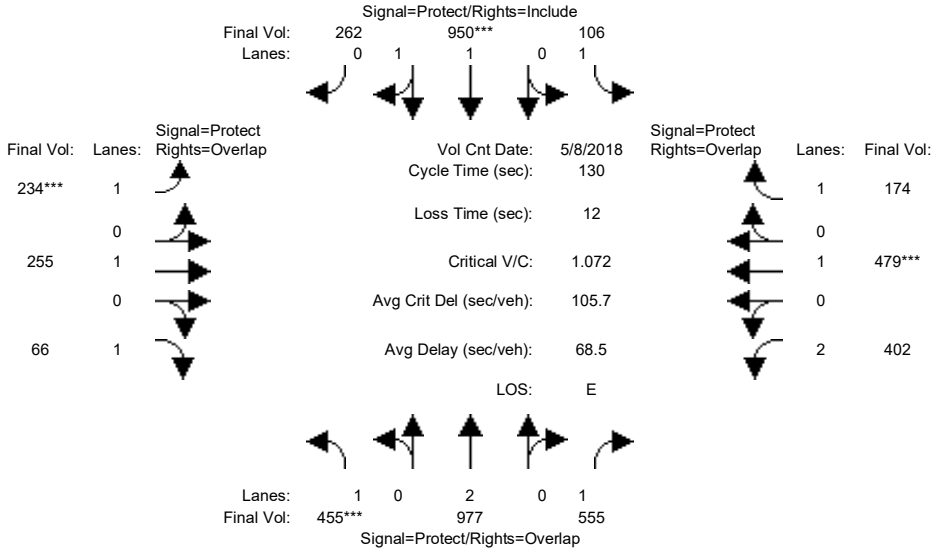
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:15 AM - 9:15 AM												
Base Vol:	455	977	555	106	950	262	234	255	66	402	479	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	977	555	106	950	262	234	255	66	402	479	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	977	555	106	950	262	234	255	66	402	479	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	977	555	106	950	262	234	255	66	402	479	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	977	555	106	950	262	234	255	66	402	479	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	977	555	106	950	262	234	255	66	402	479	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	2900	800	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.32	0.06	0.33	0.33	0.13	0.13	0.04	0.13	0.25	0.10
Crit Moves:	****				****		****				****	
Green Time:	31.5	57.7	80.4	13.6	39.7	39.7	16.2	24.0	55.5	22.8	30.6	44.1
Volume/Cap:	1.07	0.58	0.51	0.58	1.07	1.07	1.07	0.73	0.09	0.73	1.07	0.29
Uniform Del:	49.2	27.1	13.8	55.5	45.1	45.1	56.9	49.9	22.2	50.7	49.7	31.5
IncremntDel:	64.4	0.5	0.4	4.6	48.5	48.5	81.5	7.5	0.1	4.9	63.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	113.6	27.6	14.2	60.1	93.6	93.6	138.4	57.4	22.2	55.5	113	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:	113.6	27.6	14.2	60.1	93.6	93.6	138.4	57.4	22.2	55.5	113	31.8
LOS by Move:	F	C	B	E	F	F	F	E+	C+	E+	F	C
HCM2kAvgQ:	25	14	13	5	34	34	16	11	2	9	23	5

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

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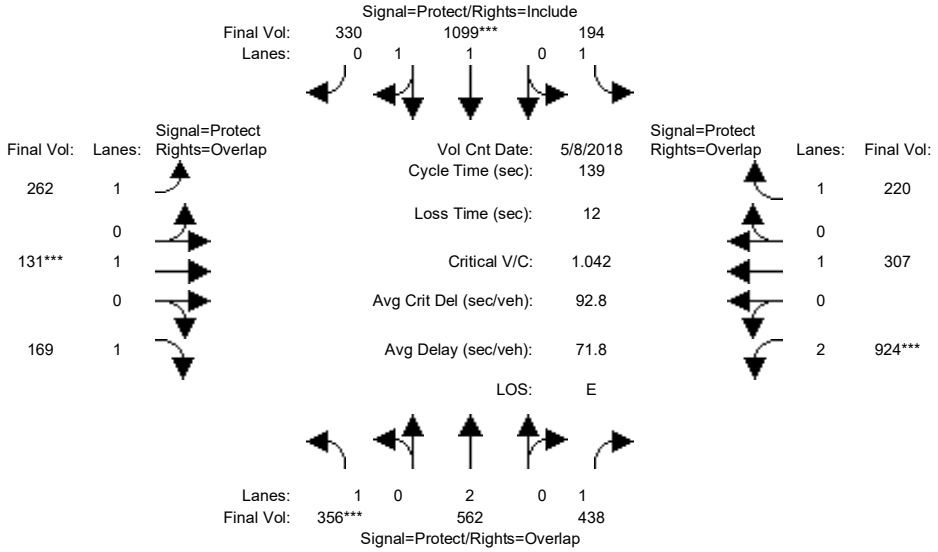
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #42: Fair Oaks Ave & Arques Ave



Street Name:	Fair Oaks Ave						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 5:15 PM - 6:15 PM												
Base Vol:	356	562	438	194	1099	330	262	131	169	924	307	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	562	438	194	1099	330	262	131	169	924	307	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	562	438	194	1099	330	262	131	169	924	307	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	562	438	194	1099	330	262	131	169	924	307	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	562	438	194	1099	330	262	131	169	924	307	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	562	438	194	1099	330	262	131	169	924	307	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	2845	854	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.25	0.11	0.39	0.39	0.15	0.07	0.10	0.29	0.16	0.13
Crit Moves:	****				****			****		****		
Green Time:	27.0	44.7	83.5	33.5	51.2	51.2	23.5	10.0	37.0	38.9	25.4	58.8
Volume/Cap:	1.05	0.46	0.42	0.46	1.05	1.05	0.89	0.96	0.36	1.05	0.89	0.30
Uniform Del:	56.0	37.6	14.8	45.0	43.9	43.9	56.4	64.3	41.5	50.1	55.4	26.4
IncremntDel:	62.3	0.3	0.3	0.8	38.4	38.4	25.7	64.0	0.5	44.0	22.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	118.3	37.8	15.0	45.8	82.3	82.3	82.1	128	41.9	94.1	78.2	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.3	37.8	15.0	45.8	82.3	82.3	82.1	128	41.9	94.1	78.2	26.7
LOS by Move:	F	D+	B	D	F	F	F	F	D	F	E-	C
HCM2kAvgQ:	21	9	10	8	40	40	15	9	6	27	12	6

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

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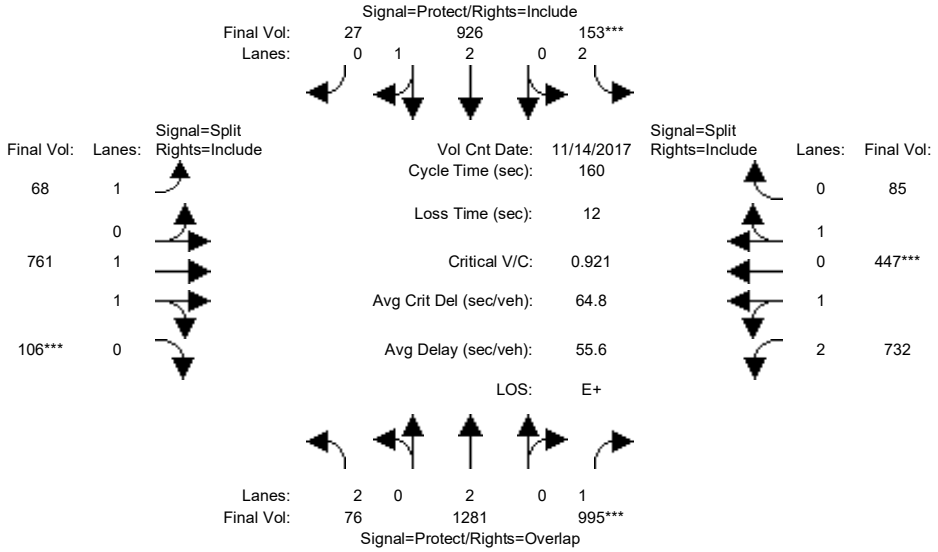
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1281	995	153	926	27	68	761	106	732	447	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:	76	1281	995	153	926	27	68	761	106	732	447	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	0.98	0.95	0.85	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.91	0.09	1.00	1.75	0.25	2.43	1.32	0.25
Final Sat.:	3150	3800	1750	3150	5441	159	1750	3247	452	3897	2379	452
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.57	0.05	0.17	0.17	0.04	0.23	0.23	0.19	0.19	0.19
Crit Moves:			****	****					****		****	
Green Time:	15.3	66.2	98.8	8.4	59.4	59.4	40.7	40.7	40.7	32.7	32.7	32.7
Volume/Cap:	0.25	0.82	0.92	0.92	0.46	0.46	0.15	0.92	0.92	0.92	0.92	0.92
Uniform Del:	67.1	41.5	27.1	75.4	38.1	38.1	46.2	58.1	58.1	62.4	62.4	62.4
IncremntDel:	0.4	3.4	12.5	47.2	0.2	0.2	0.2	13.9	13.9	10.3	10.3	10.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.5	44.9	39.6	122.6	38.3	38.3	46.4	72.0	72.0	72.7	72.7	72.7
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:	67.5	44.9	39.6	122.6	38.3	38.3	46.4	72.0	72.0	72.7	72.7	72.7
LOS by Move:	E	D	D	F	D+	D+	D	E	E	E	E	E
HCM2kAvgQ:	2	28	49	5	12	12	3	22	22	19	19	19

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

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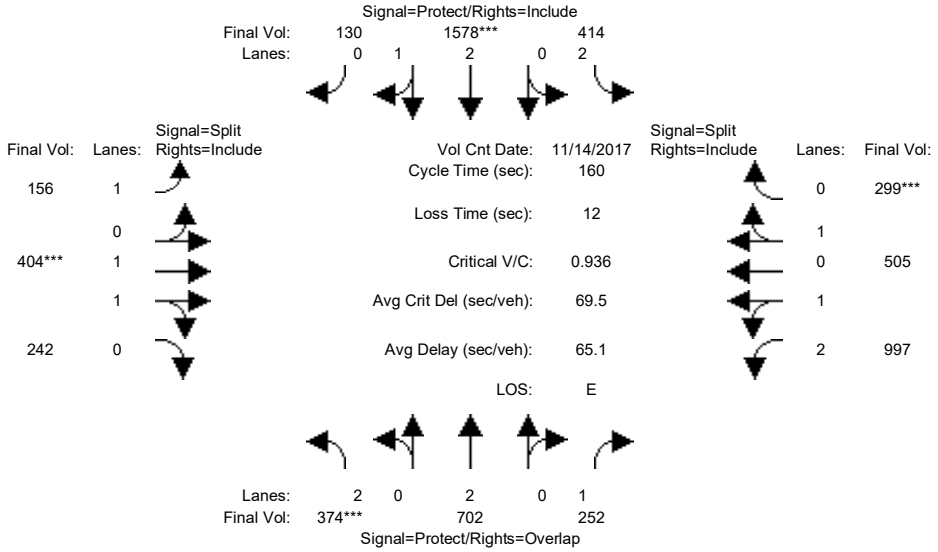
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #43: Wolfe Rd & Arques Ave



Street Name:	Wolfe Rd						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	374	702	252	414	1578	130	156	404	242	997	505	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	702	252	414	1578	130	156	404	242	997	505	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	702	252	414	1578	130	156	404	242	997	505	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	702	252	414	1578	130	156	404	242	997	505	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	702	252	414	1578	130	156	404	242	997	505	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	702	252	414	1578	130	156	404	242	997	505	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.84	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.76	0.24	1.00	1.23	0.77	2.33	1.05	0.62
Final Sat.:	3150	3800	1750	3150	5173	426	1750	2313	1385	3723	1886	1117
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.14	0.13	0.31	0.31	0.09	0.17	0.17	0.27	0.27	0.27
Crit Moves:	****				****			****				****
Green Time:	20.3	42.3	88.1	30.1	52.1	52.1	29.8	29.8	29.8	45.8	45.8	45.8
Volume/Cap:	0.94	0.70	0.26	0.70	0.94	0.94	0.48	0.94	0.94	0.94	0.94	0.94
Uniform Del:	69.2	53.1	18.9	60.7	52.3	52.3	58.1	64.1	64.1	55.7	55.7	55.7
IncremntDel:	29.4	2.2	0.1	3.7	9.7	9.7	1.1	20.2	20.2	9.3	9.3	9.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.6	55.3	19.0	64.4	62.1	62.1	59.2	84.4	84.4	65.0	65.0	65.0
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:	98.6	55.3	19.0	64.4	62.1	62.1	59.2	84.4	84.4	65.0	65.0	65.0
LOS by Move:	F	E+	B-	E	E	E	E+	F	F	E	E	E
HCM2kAvgQ:	12	15	7	11	29	29	7	16	16	26	26	26

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

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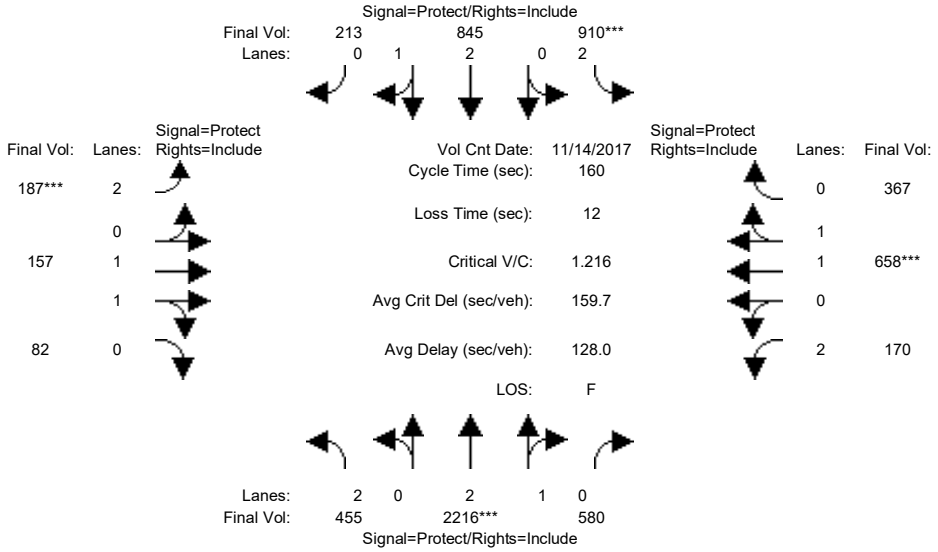
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 8:00 AM - 9:00AM												
Base Vol:	455	2216	580	910	845	213	187	157	82	170	658	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	2216	580	910	845	213	187	157	82	170	658	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	2216	580	910	845	213	187	157	82	170	658	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	2216	580	910	845	213	187	157	82	170	658	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	2216	580	910	845	213	187	157	82	170	658	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	2216	580	910	845	213	187	157	82	170	658	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.35	0.65	2.00	2.37	0.63	2.00	1.30	0.70	2.00	1.26	0.74
Final Sat.:	3150	4437	1161	3150	4471	1127	3150	2430	1269	3150	2374	1324
Capacity Analysis Module:												
Vol/Sat:	0.14	0.50	0.50	0.29	0.19	0.19	0.06	0.06	0.06	0.05	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	44.9	65.7	65.7	38.0	58.8	58.8	7.8	24.1	24.1	20.1	36.5	36.5
Volume/Cap:	0.51	1.22	1.22	1.22	0.51	0.51	1.22	0.43	0.43	0.43	1.22	1.22
Uniform Del:	48.4	47.1	47.1	61.0	39.5	39.5	76.1	61.7	61.7	64.6	61.8	61.8
IncremntDel:	0.5	101	101.4	109.3	0.2	0.2	142.3	0.5	0.5	0.7	108	108.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.9	149	148.6	170.3	39.7	39.7	218.3	62.2	62.2	65.4	170	169.8
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:	48.9	149	148.6	170.3	39.7	39.7	218.3	62.2	62.2	65.4	170	169.8
LOS by Move:	D	F	F	F	D	D	F	E	E	E	F	F
HCM2kAvgQ:	10	64	64	39	13	13	8	5	5	4	37	37

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

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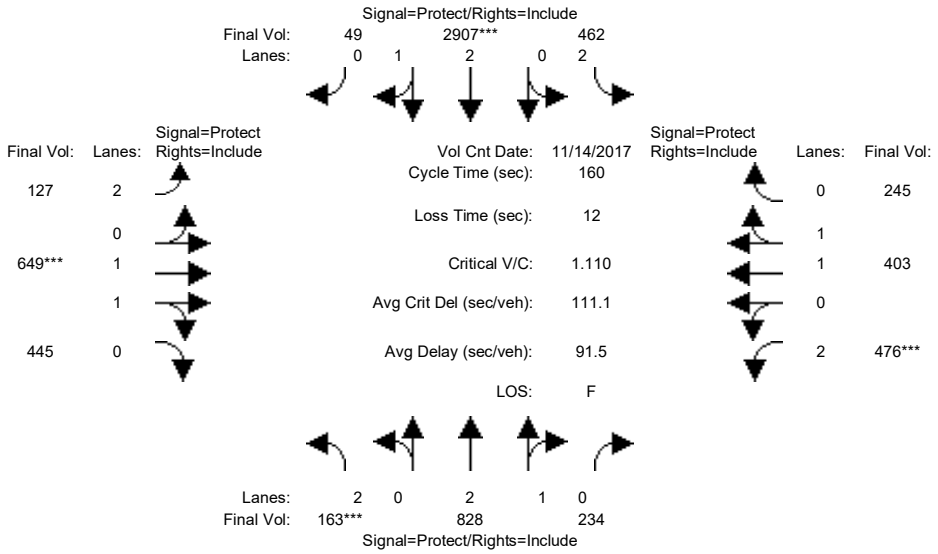
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #44: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer Rd					
Approach:	North Bound			South Bound			East 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	163	828	234	462	2907	49	127	649	445	476	403	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	828	234	462	2907	49	127	649	445	476	403	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	828	234	462	2907	49	127	649	445	476	403	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	828	234	462	2907	49	127	649	445	476	403	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	828	234	462	2907	49	127	649	445	476	403	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	828	234	462	2907	49	127	649	445	476	403	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.31	0.69	2.00	2.95	0.05	2.00	1.16	0.84	2.00	1.22	0.78
Final Sat.:	3150	4364	1233	3150	5507	93	3150	2194	1504	3150	2300	1398
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.15	0.53	0.53	0.04	0.30	0.30	0.15	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	7.5	47.1	47.1	36.4	76.1	76.1	12.9	42.6	42.6	21.8	51.6	51.6
Volume/Cap:	1.11	0.64	0.64	0.64	1.11	1.11	0.50	1.11	1.11	1.11	0.54	0.54
Uniform Del:	76.3	49.1	49.1	55.9	41.9	41.9	70.5	58.7	58.7	69.1	44.6	44.6
IncremntDel:	106.7	0.9	0.9	2.0	55.5	55.5	1.6	63.7	63.7	76.7	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	183.0	50.0	50.0	57.9	97.4	97.4	72.1	122	122.4	145.8	45.1	45.1
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:	183.0	50.0	50.0	57.9	97.4	97.4	72.1	122	122.4	145.8	45.1	45.1
LOS by Move:	F	D	D	E+	F	F	E	F	F	F	D	D
HCM2kAvgQ:	7	15	15	12	60	60	4	36	36	18	13	13

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

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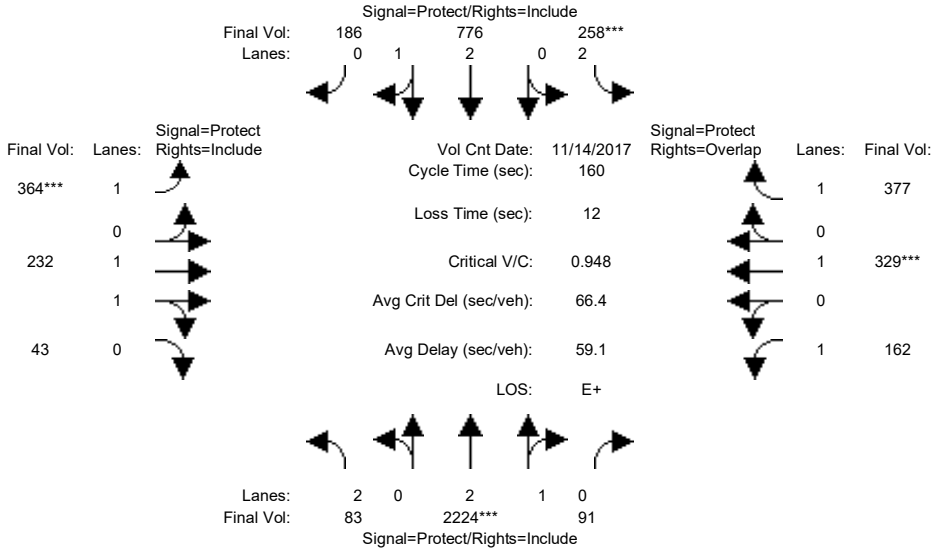
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	83	2224	91	258	776	186	364	232	43	162	329	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2224	91	258	776	186	364	232	43	162	329	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2224	91	258	776	186	364	232	43	162	329	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	2224	91	258	776	186	364	232	43	162	329	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2224	91	258	776	186	364	232	43	162	329	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	2224	91	258	776	186	364	232	43	162	329	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.88	0.12	2.00	2.40	0.60	1.00	1.68	0.32	1.00	1.00	1.00
Final Sat.:	3150	5380	220	3150	4516	1082	1750	3121	578	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.08	0.17	0.17	0.21	0.07	0.07	0.09	0.17	0.22
Crit Moves:		****			****			****			****	
Green Time:	17.0	69.8	69.8	13.8	66.7	66.7	35.1	28.7	28.7	35.7	29.2	43.1
Volume/Cap:	0.25	0.95	0.95	0.95	0.41	0.41	0.95	0.41	0.41	0.41	0.95	0.80
Uniform Del:	65.7	43.3	43.3	72.7	32.9	32.9	61.5	58.2	58.2	53.2	64.6	54.5
IncremntDel:	0.4	8.9	8.9	40.4	0.1	0.1	32.6	0.4	0.4	0.7	34.7	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	52.2	52.2	113.1	33.0	33.0	94.1	58.7	58.7	53.9	99.3	63.9
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:	66.0	52.2	52.2	113.1	33.0	33.0	94.1	58.7	58.7	53.9	99.3	63.9
LOS by Move:	E	D-	D-	F	C-	C-	F	E+	E+	D-	F	E
HCM2kAvgQ:	2	38	38	9	11	11	21	6	6	7	18	19

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

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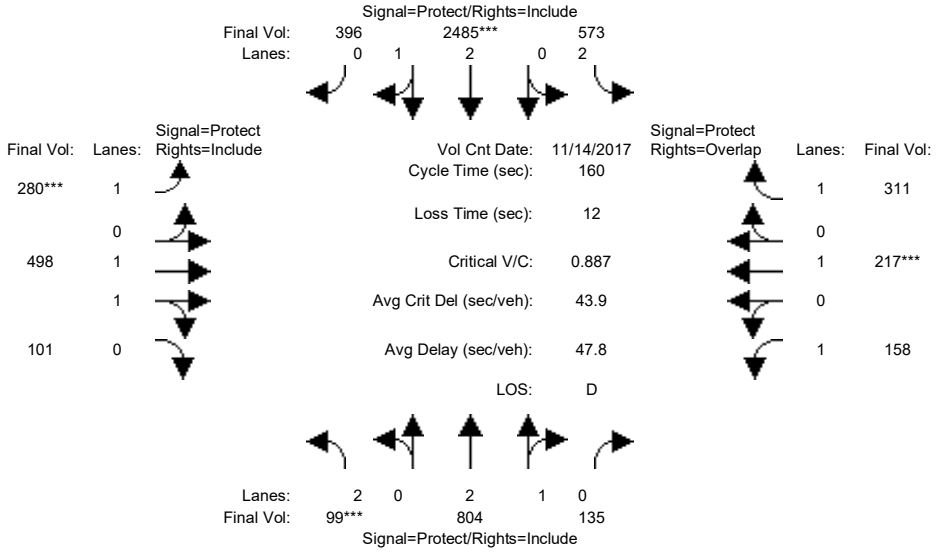
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #45: Wolfe Rd & Reed Ave



Street Name:	Wolfe Rd						Reed 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: 14 Nov 2017 << 5:00 PM - 6:00 PM												
Base Vol:	99	804	135	573	2485	396	280	498	101	158	217	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	804	135	573	2485	396	280	498	101	158	217	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	804	135	573	2485	396	280	498	101	158	217	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	804	135	573	2485	396	280	498	101	158	217	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	804	135	573	2485	396	280	498	101	158	217	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	804	135	573	2485	396	280	498	101	158	217	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	2.55	0.45	2.00	2.57	0.43	1.00	1.65	0.35	1.00	1.00	1.00
Final Sat.:	3150	4794	805	3150	4829	770	1750	3076	624	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.18	0.51	0.51	0.16	0.16	0.16	0.09	0.11	0.18
Crit Moves:	****				****		****				****	
Green Time:	7.0	47.5	47.5	51.5	92.0	92.0	28.6	31.5	31.5	17.5	20.4	71.9
Volume/Cap:	0.72	0.57	0.57	0.57	0.90	0.90	0.90	0.82	0.82	0.82	0.90	0.40
Uniform Del:	75.5	47.5	47.5	45.0	29.8	29.8	64.2	61.6	61.6	69.7	68.7	29.5
IncremntDel:	16.7	0.5	0.5	0.7	3.7	3.7	26.3	7.5	7.5	24.1	31.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	48.0	48.0	45.7	33.5	33.5	90.5	69.1	69.1	93.8	100	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	48.0	48.0	45.7	33.5	33.5	90.5	69.1	69.1	93.8	100	29.8
LOS by Move:	F	D	D	D	C-	C-	F	E	E	F	F	C
HCM2kAvgQ:	3	13	13	13	39	39	15	14	14	9	11	10

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

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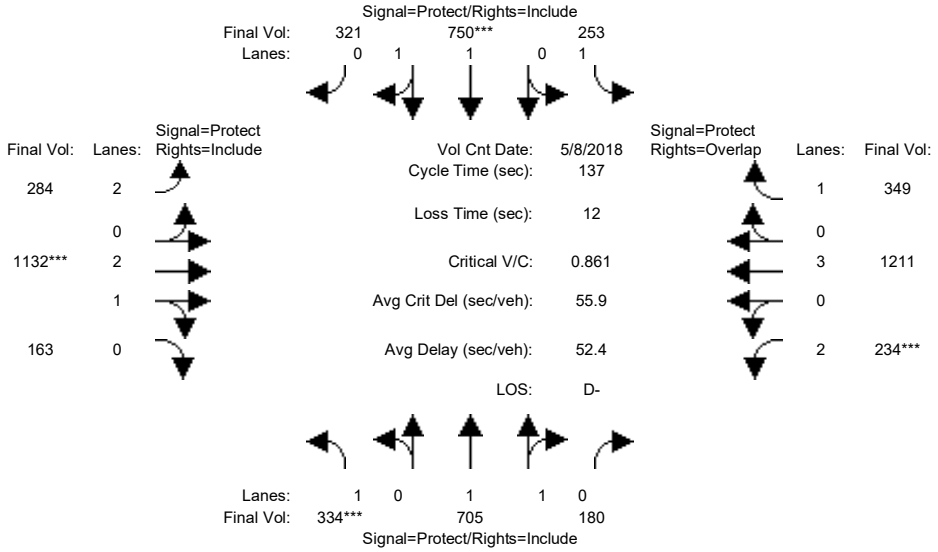
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:45 AM - 9:45 AM												
Base Vol:	334	705	180	253	750	321	284	1132	163	234	1211	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	705	180	253	750	321	284	1132	163	234	1211	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	705	180	253	750	321	284	1132	163	234	1211	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	705	180	253	750	321	284	1132	163	234	1211	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	705	180	253	750	321	284	1132	163	234	1211	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	705	180	253	750	321	284	1132	163	234	1211	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.38	0.62	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	1750	2947	752	1750	2590	1109	3150	4894	705	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.14	0.29	0.29	0.09	0.23	0.23	0.07	0.21	0.20
Crit Moves:	****				****			****			****	
Green Time:	30.4	47.6	47.6	28.8	46.0	46.0	14.5	36.8	36.8	11.8	34.1	62.9
Volume/Cap:	0.86	0.69	0.69	0.69	0.86	0.86	0.85	0.86	0.86	0.86	0.85	0.43
Uniform Del:	51.3	38.3	38.3	50.0	42.5	42.5	60.2	47.7	47.7	61.8	49.1	25.0
IncremntDel:	17.5	1.6	1.6	5.4	6.4	6.4	18.7	5.3	5.3	23.3	5.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.8	39.9	39.9	55.4	48.9	48.9	78.9	53.0	53.0	85.1	54.3	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	39.9	39.9	55.4	48.9	48.9	78.9	53.0	53.0	85.1	54.3	25.4
LOS by Move:	E	D	D	E+	D	D	E-	D-	D-	F	D-	C
HCM2kAvgQ:	14	15	15	10	22	22	8	18	18	6	17	10

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

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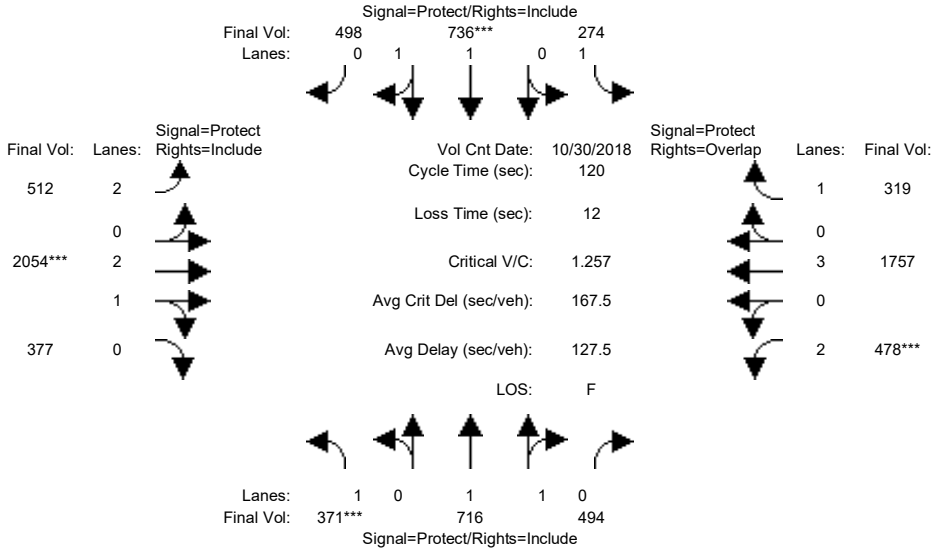
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #1404: El Camino Real (SR 82) / Fair Oaks Ave



Street Name:	Fair Oaks Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM												
Base Vol:	371	716	494	274	736	498	512	2054	377	478	1757	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	716	494	274	736	498	512	2054	377	478	1757	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	716	494	274	736	498	512	2054	377	478	1757	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	716	494	274	736	498	512	2054	377	478	1757	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	716	494	274	736	498	512	2054	377	478	1757	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	716	494	274	736	498	512	2054	377	478	1757	319
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	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.16	0.84	1.00	1.17	0.83	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	1750	2188	1510	1750	2206	1492	3150	4730	868	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.33	0.16	0.33	0.33	0.16	0.43	0.43	0.15	0.31	0.18
Crit Moves:	****				****			****			****	
Green Time:	20.2	35.2	35.2	16.9	31.8	31.8	19.3	41.4	41.4	14.5	36.6	53.5
Volume/Cap:	1.26	1.11	1.11	1.11	1.26	1.26	1.01	1.26	1.26	1.26	1.01	0.41
Uniform Del:	49.9	42.4	42.4	51.6	44.1	44.1	50.3	39.3	39.3	52.8	41.7	22.6
IncremntDel:	140.4	64.5	64.5	91.7	124	124.2	42.6	120	120.2	135.6	24.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	190.3	107	106.9	143.3	168	168.3	92.9	159	159.5	188.3	65.8	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	190.3	107	106.9	143.3	168	168.3	92.9	159	159.5	188.3	65.8	22.9
LOS by Move:	F	F	F	F	F	F	F	F	F	F	E	C+
HCM2kAvgQ:	24	31	31	15	39	39	12	49	49	17	22	8

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

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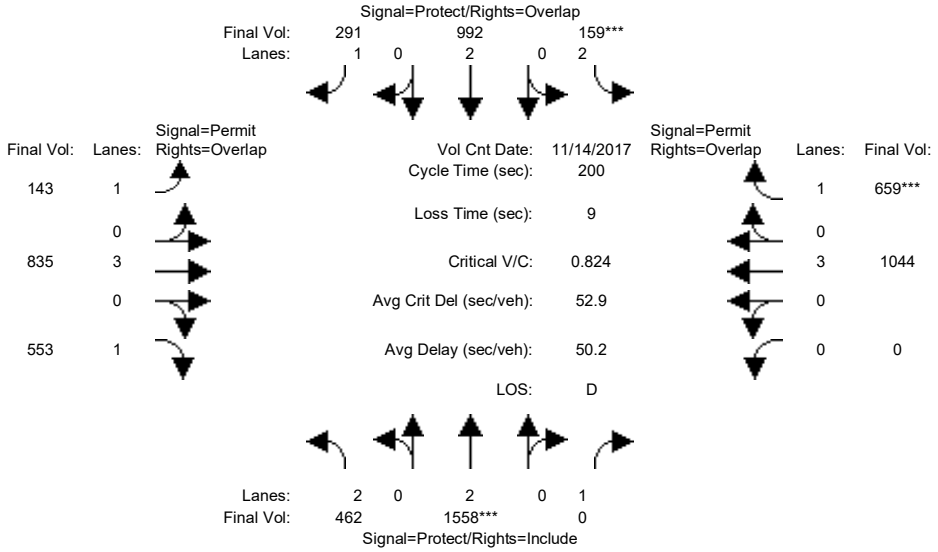
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	7	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	462	1558	0	159	992	291	0	835	553	0	1044	659
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	1558	0	159	992	291	0	835	553	0	1044	659
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Vol Adj:	0	0	0	0	0	0	143	0	0	0	0	0
Initial Fut:	462	1558	0	159	992	291	143	835	553	0	1044	659
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	1558	0	159	992	291	143	835	553	0	1044	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	1558	0	159	992	291	143	835	553	0	1044	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	1558	0	159	992	291	143	835	553	0	1044	659
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.00	0.05	0.26	0.17	0.08	0.15	0.32	0.00	0.18	0.38
Crit Moves:		****		****								****
Green Time:	40.2	99.6	0.0	12.3	71.6	71.6	79.2	79.2	119.4	0.0	79.2	91.4
Volume/Cap:	0.73	0.82	0.00	0.82	0.73	0.46	0.21	0.37	0.53	0.00	0.46	0.82
Uniform Del:	74.8	42.7	0.0	92.8	55.8	49.4	39.7	42.8	23.7	0.0	44.7	47.3
IncremntDel:	4.3	3.1	0.0	24.0	2.0	0.5	0.1	0.1	0.5	0.0	0.2	6.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	79.1	45.8	0.0	116.8	57.8	50.0	39.9	42.9	24.3	0.0	44.8	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	45.8	0.0	116.8	57.8	50.0	39.9	42.9	24.3	0.0	44.8	54.2
LOS by Move:	E-	D	A	F	E+	D	D	D	C	A	D	D-
HCM2kAvgQ:	16	40	0	6	26	14	6	11	20	0	15	38

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

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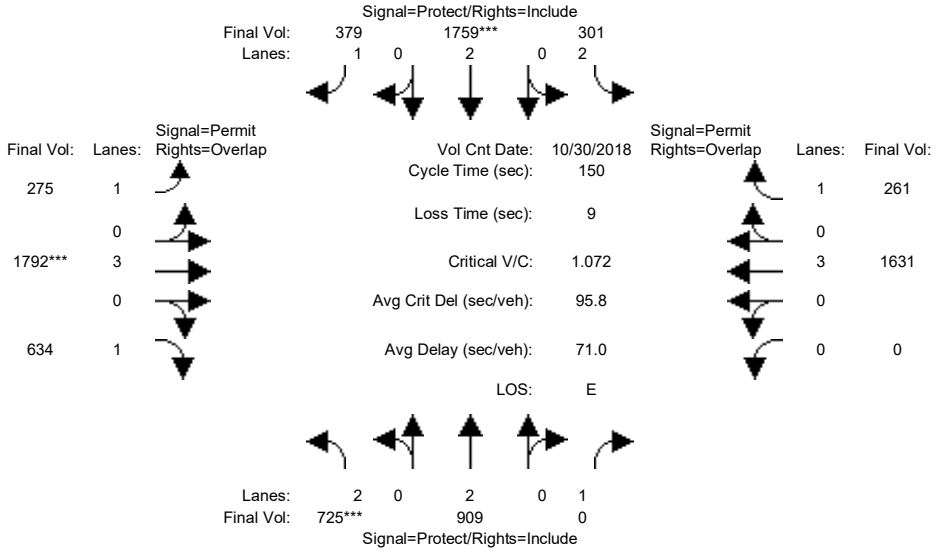
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #1405: El Camino Real (SR 82) / Wolfe Rd



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	725	909	0	301	1759	379	0	1792	634	0	1631	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	909	0	301	1759	379	0	1792	634	0	1631	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Vol Adj:	0	0	0	0	0	0	275	0	0	0	0	0
Initial Fut:	725	909	0	301	1759	379	275	1792	634	0	1631	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	909	0	301	1759	379	275	1792	634	0	1631	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	909	0	301	1759	379	275	1792	634	0	1631	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	909	0	301	1759	379	275	1792	634	0	1631	261
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.24	0.00	0.10	0.46	0.22	0.16	0.31	0.36	0.00	0.29	0.15
Crit Moves:	****				****			****				
Green Time:	32.2	69.3	0.0	27.7	64.8	64.8	44.0	44.0	76.2	0.0	44.0	71.7
Volume/Cap:	1.07	0.52	0.00	0.52	1.07	0.50	0.54	1.07	0.71	0.00	0.98	0.31
Uniform Del:	58.9	28.5	0.0	55.1	42.6	30.9	44.4	53.0	28.5	0.0	52.5	24.0
IncremntDel:	55.4	0.3	0.0	0.8	44.2	0.5	1.1	44.1	2.7	0.0	16.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	114.3	28.8	0.0	56.0	86.8	31.4	45.6	97.1	31.2	0.0	69.0	24.2
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:	114.3	28.8	0.0	56.0	86.8	31.4	45.6	97.1	31.2	0.0	69.0	24.2
LOS by Move:	F	C	A	E+	F	C	D	F	C	A	E	C
HCM2kAvgQ:	26	14	0	7	47	13	10	31	22	0	30	8

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

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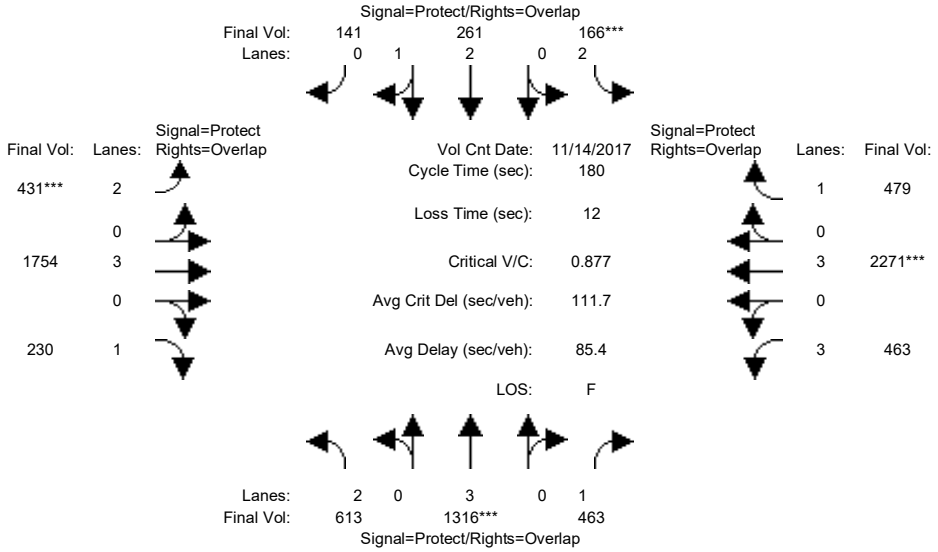
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg AM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 14 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	1316	463	166	261	141	431	1754	230	463	2271	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	1316	463	166	261	141	431	1754	230	463	2271	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	613	1316	463	166	261	141	431	1754	230	463	2271	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.26	0.05	0.07	0.08	0.14	0.31	0.13	0.10	0.40	0.27
Crit Moves:		****		****			****				****	
Green Time:	38.9	58.0	76.7	11.8	32.1	44.9	12.8	66.8	105.7	18.7	72.8	84.6
Volume/Cap:	0.90	0.72	0.62	0.80	0.39	0.32	1.92	0.83	0.22	0.98	0.99	0.58
Uniform Del:	68.7	53.8	40.3	83.0	65.2	55.1	83.6	51.4	17.7	80.5	53.1	34.8
IncremntDel:	15.1	1.4	1.6	19.9	0.2	0.2	432.1	2.9	0.1	35.9	15.4	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	55.1	41.9	102.9	65.5	55.3	515.7	54.3	17.8	116.3	68.4	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	55.1	41.9	102.9	65.5	55.3	515.7	54.3	17.8	116.3	68.4	35.9
LOS by Move:	F	E+	D	F	E	E+	F	D-	B	F	E	D+
HCM2kAvgQ:	19	20	20	7	6	7	30	30	6	14	47	20

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

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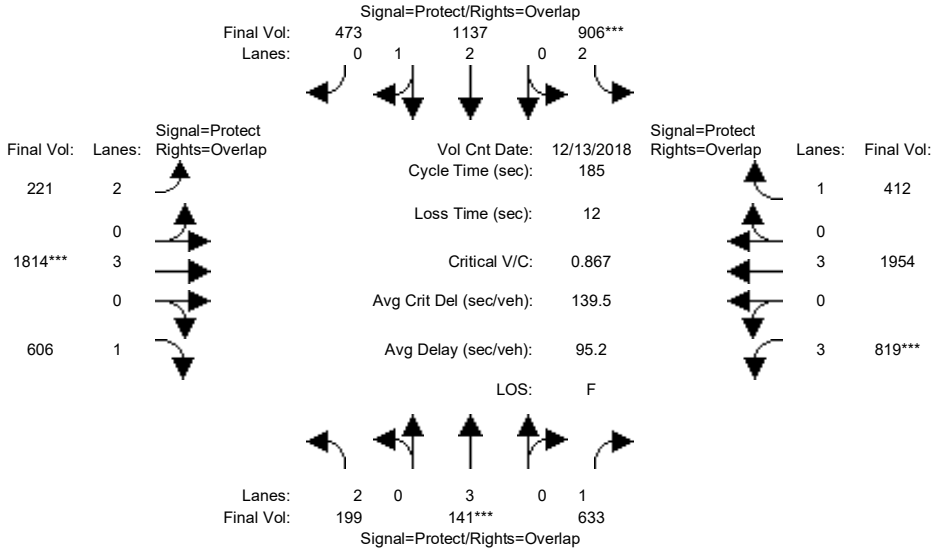
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Mitg PM

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	141	633	906	1137	473	221	1814	606	819	1954	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	141	633	906	1137	473	221	1814	606	819	1954	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	141	633	906	1137	473	221	1814	606	819	1954	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.09	0.91	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3953	1644	3150	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.36	0.29	0.29	0.29	0.07	0.32	0.35	0.18	0.34	0.24
Crit Moves:		****		****				****		****		
Green Time:	18.0	37.0	80.0	41.0	60.0	69.0	9.0	52.0	70.0	43.0	86.0	127.0
Volume/Cap:	0.65	0.12	0.84	1.30	0.89	0.77	1.44	1.13	0.91	0.77	0.74	0.34
Uniform Del:	80.4	60.7	46.7	72.0	59.3	51.1	88.0	66.5	54.6	66.5	40.3	11.9
IncremntDel:	4.8	0.0	8.1	144.4	5.8	1.8	231.8	67.9	17.3	3.6	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.12	1.02	1.20	1.61
Delay/Veh:	85.2	60.8	54.8	216.4	65.1	52.9	319.8	138	78.5	71.7	49.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	60.8	54.8	216.4	65.1	52.9	319.8	138	78.5	71.7	49.5	19.3
LOS by Move:	F	E	D-	F	E	D-	F	F	E-	E	D	B-
HCM2kAvgQ:	7	2	35	47	32	28	14	45	39	20	33	15

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

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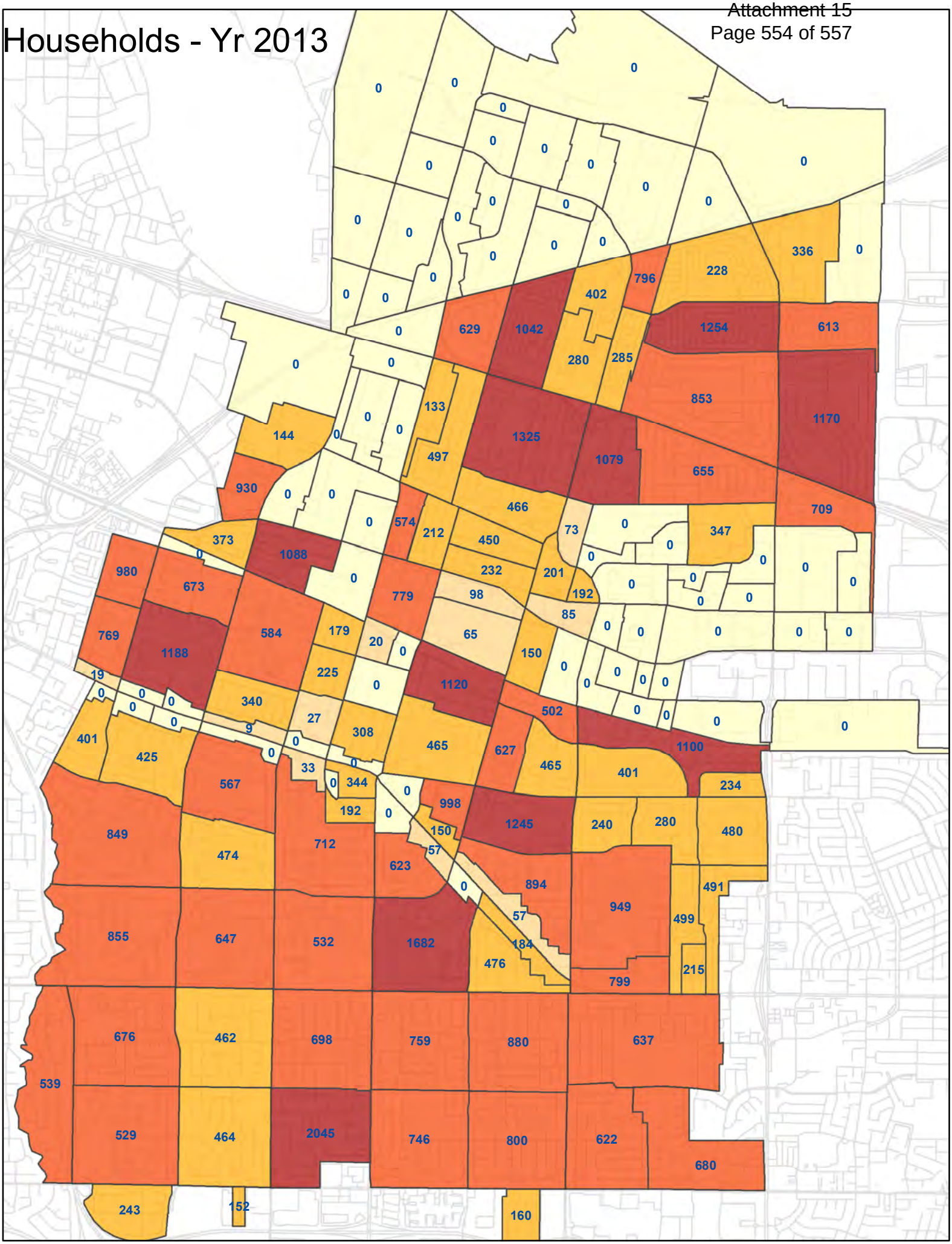
Appendix C
City of Sunnyvale Land Use Summary

Households - Yr 2013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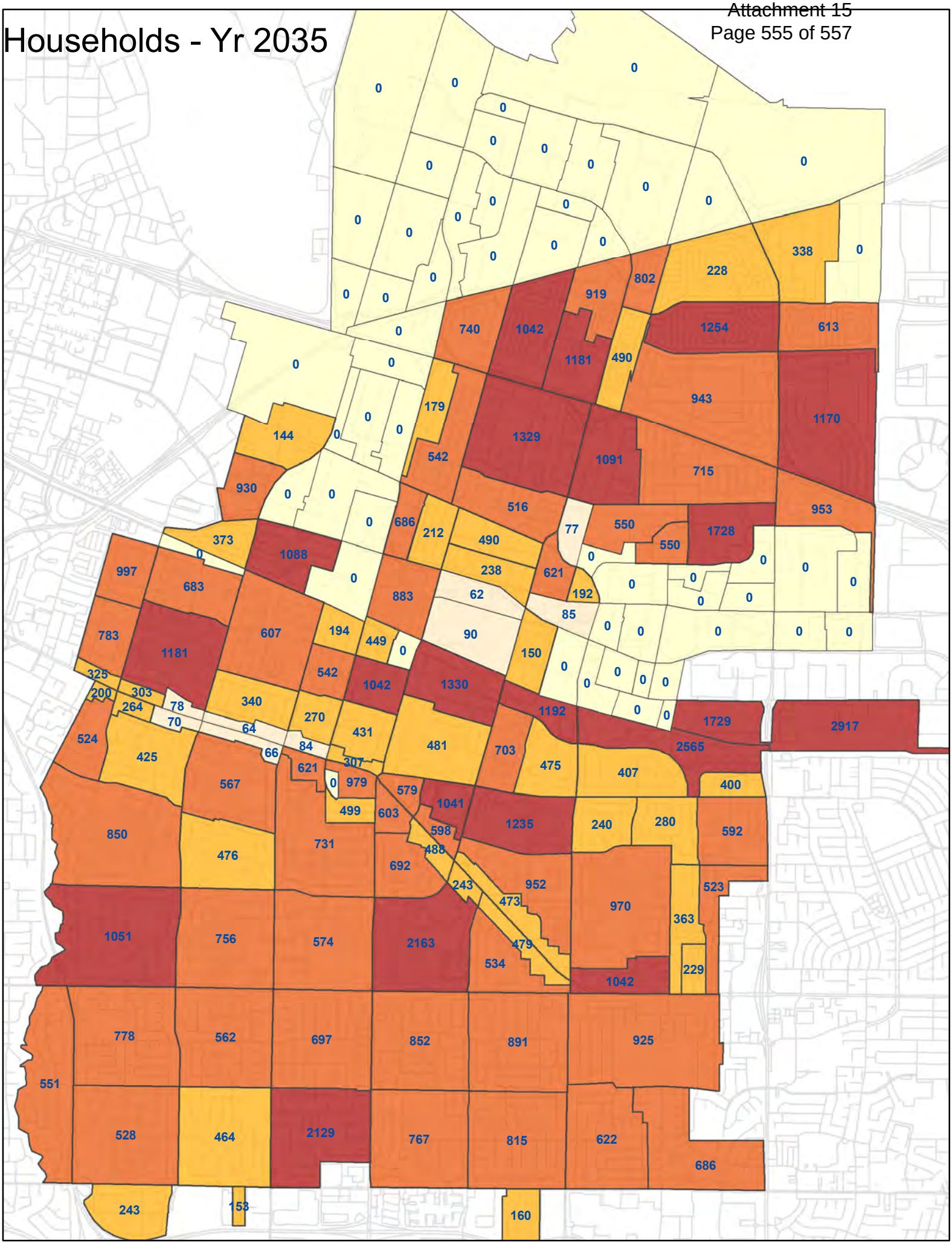
Households - Yr 2035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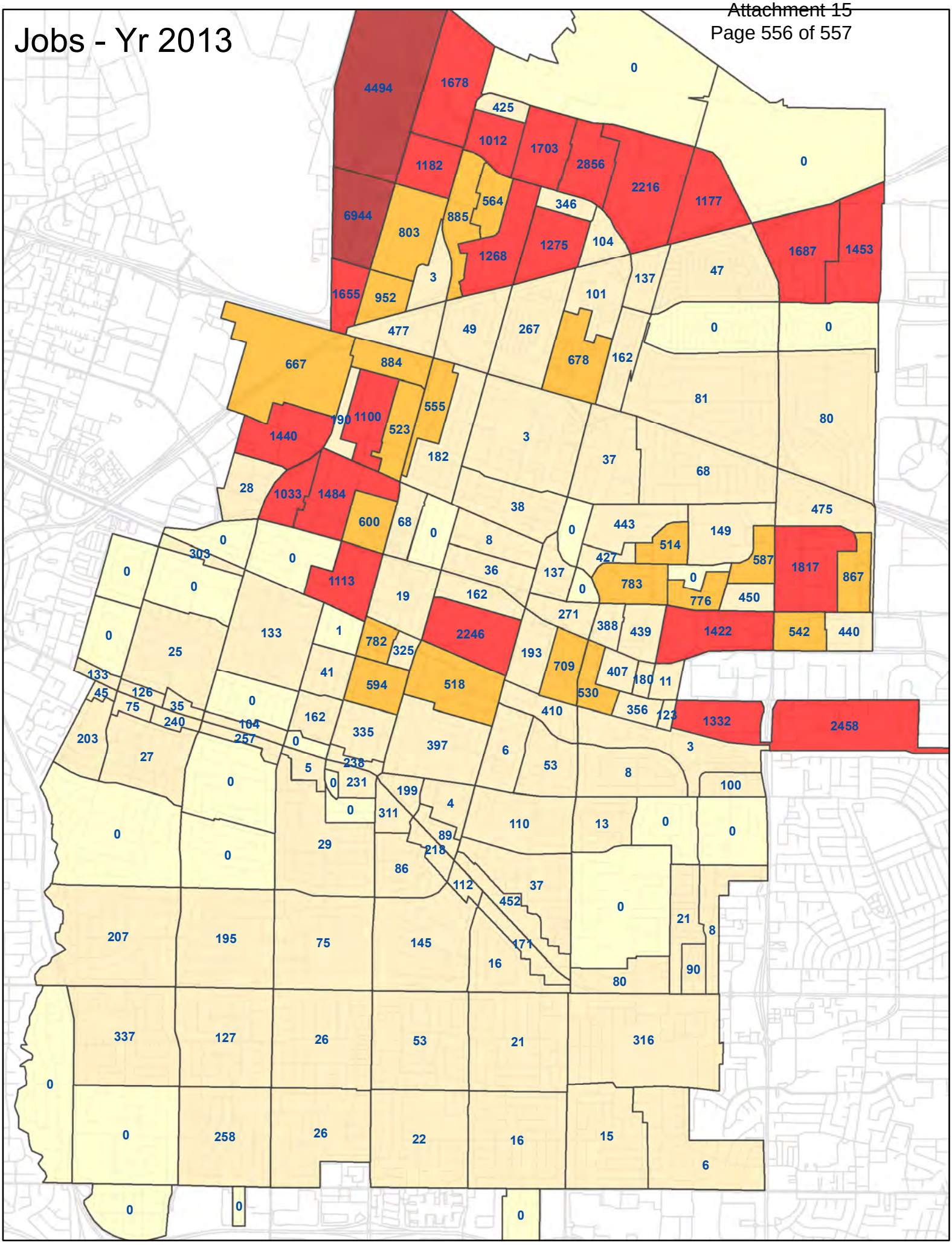
Jobs - Yr 2013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667
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678
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81
80
190
1100
555
523
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37
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1484
600
68
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303
0
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514
587
1817
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110
13
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29
218
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112
37
452
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21
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207
195
75
145
171
16
90
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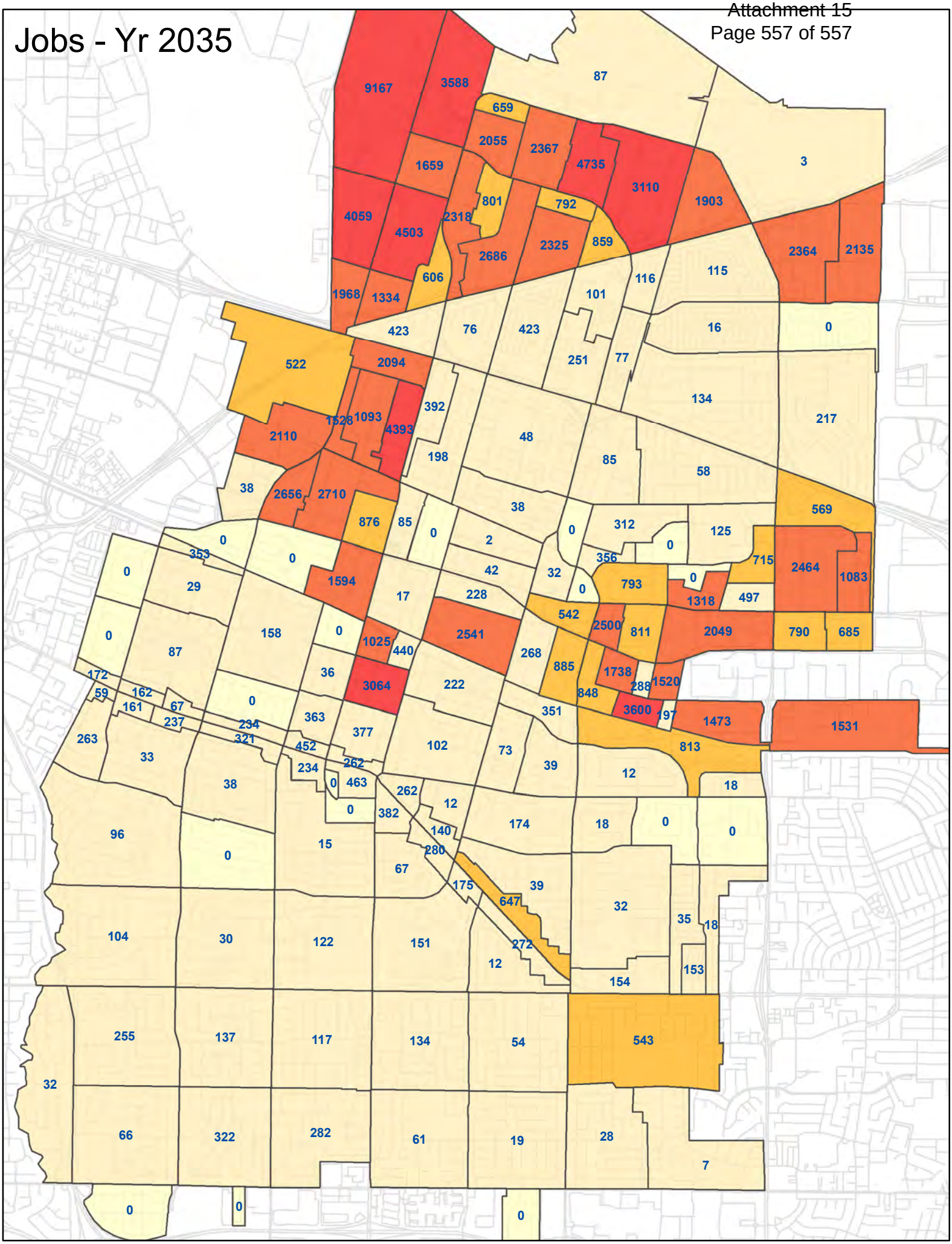
Jobs - Yr 2035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280
67
175
39
647
32
35
18
104
30
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154
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