Attachment 1

City of Sunnyvale

Addendum to the Previously Certified Environmental Impact Report (SCH No. 89022812)

Sunnyvale Materials Recovery and Transfer Station (SMaRT Station®)

December 2016

Prepared for:
City of Sunnyvale
Environmental Services Department
P.O. Box 3707
Sunnyvale, CA 94088-3707

Prepared by:
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SUNNYVALE SMART STATION®

ADDENDUM TO THE SUNNYVALE MATERIALS RECOVERY AND TRANSFER STATION FINAL ENVIRONMENTAL IMPACT REPORT

SCH NO. 89022812

Prepared for	City of Sunnyvale P.O. Box 3707 Sunnyvale, California 94088-3707
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Date	December 2016

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1.0 INTRODUCTION

This document constitutes an Addendum to the following environmental documents previously approved by the City of Sunnyvale (City) for the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station) (hereafter referred to as the original project):

- Final Environmental Impact Report (certified September 1990, State Clearinghouse Number 89022812 (1990 Final EIR); and,

- Addendum to the 1990 Final EIR, approved July 1992 (1992 Addendum).

This current addendum (2016) evaluates whether modifications to the existing SMaRT Station service area to include the City of Milpitas (hereafter referred to as the modified project) would result in any new or substantially more significant effects or require any new mitigation measures not identified in the 1990 Final EIR and as modified in the 1992 Addendum.

As verified in this Addendum, the analyses and the conclusions in the 1990 Final EIR (and as modified by the 1992 Addendum) remain current and valid. The proposed modification to the original project, in the form of the addition of the City of Milpitas to the current service area would not cause new significant effects not identified in the 1990 Final EIR nor increase the level of environmental effect to substantial or significant, and, hence, no new mitigation measures would be necessary to reduce significant effects. No change has occurred with respect to circumstances surrounding the proposed project that would cause new or substantially more severe significant environmental effects than were identified in the 1990 Final EIR. In addition, no new information has become available that shows that the project would cause new or substantially more severe significant environmental effects which have not already been analyzed in the 1990 Final EIR.

Therefore, no further environmental review is required beyond this Addendum. This Addendum incorporates the mitigation measures detailed in the 1990 Final EIR. With this Addendum, the proposed project would still be within the framework of the evaluation for the original project as documented in the 1990 Final EIR.

B. Purpose of This Addendum

The purpose of this Addendum is to evaluate whether the modified project as currently proposed would result in any new or substantially greater significant effects or require any new mitigation measures not identified in the 1990 Final EIR prepared for the original project. This Addendum, together with the 1990 Final EIR will be used by the City when considering approval of the modified project.

C. CEQA Framework for Addendum

For a proposed project with modification from an original approved project, State CEQA Guidelines (Sections 15162 and 15164) provide that an Addendum to a certified EIR may be prepared if only minor technical changes or additions are necessary or none of the following conditions calling for the preparation of a subsequent EIR have occurred:

- Substantial changes in the project which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of EIR certification, shows any of the following:

    A. The project will have one or more significant effects not discussed in the EIR,

    B. The project will result in impacts substantially more severe than those disclosed in the EIR,

    C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or

    D. Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Based on the analysis and evaluation provided in this Addendum, no new significant impacts would occur as a result of the modified project, nor would there be any substantial increase in the severity of any previously-identified significant environmental impact. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the 1990 Final EIR would substantially reduce one or more significant effects on the environment. Therefore, none of the conditions described in Section 15162 of the CEQA Guidelines has

occurred. For this reason, an addendum is the appropriate document that will comply with CEQA requirements for the modified project.

D. Adoption and Availability of the Addendum

In accordance with CEQA Guidelines Section 15164(c), an addendum to a certified EIR need not be circulated for public review but can be included in or attached to the certified EIR and presented to the decision-making body. The decision-making body shall consider the Addendum with the certified EIR prior to making a decision on the project (CEQA Guidelines Section 15164(d)).

Although not required, this Addendum is also available for public review at the City of Sunnyvale's One-Stop Permit Center, 456 West Olive Avenue, Sunnyvale, California 94086, and will be made available as an Attachment to the Staff Report that will be provided when the project is scheduled for consideration by the decision-making body.

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2.0 DESCRIPTION OF MODIFIED PROJECT

A. Project Location

The SMaRT Station is located at 301 Carl Road, Sunnyvale, California 94089; the proposed addition of Milpitas to the service area would include the entire City of Milpitas. Please see Figures 1 and 2: *Regional Map*, and *Vicinity Map*, respectively.

B. Modified Project

The City of Sunnyvale proposes to expand the service area of the SMaRT Station to include the City of Milpitas. The City of Milpitas is interested in delivering its garbage, curbside recyclables and yard trimmings to the SMaRT Station. This modified project does not propose construction or changes to any of the existing facilities or operations at the existing SMaRT Station site. The inclusion of Milpitas into the service area does not permit or authorize any construction, land use changes, or expansion of other services within the cities of Sunnyvale or Milpitas.

Currently, the SMaRT Station is operating below its permitted 1,500 peak daily tonnage limit and, operationally, can accommodate the additional materials from the City of Milpitas. The Solid Waste Facility Permit does not need to be revised to accept refuse from Milpitas provided the permitted tonnage and traffic do not exceed the following:

Permitted Maximum Peak Tonnage: 1,500 tons per day

Permitted Traffic Volumes (total vehicles entering the site): 760 daily trips on weekdays, 519 daily trips on regular weekends, and 1,390 daily trips on extra dump weekend events

Permitted hours of operation are Monday through Sunday; 8:00 AM to 5:00 PM. Materials processing, removal and equipment maintenance are permitted 24 hours a day, seven days a week. Access to the SMaRT Station is via Highway 237 and Caribbean Drive. The modified project does not propose any changes to the existing Solid Waste Facility Permit.

C. Comparison of the 1990 Original Project and 2016 Modified Project

The modified project includes the addition of the City of Milpitas to the service area. No other changes are proposed.

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3.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

Previous review under the California Environmental Quality Act (CEQA) for the SMaRT Station was completed with an EIR certified by the City of Sunnyvale in 1990 (State Clearinghouse No. 89022812). The EIR evaluated the construction of the SMaRT Station and a service area covering three cities and an "extended service area" that included part or all of some adjacent/nearby jurisdictions. The City of Milpitas was not included in the extended service area.

Potentially significant impacts identified in the EIR include traffic impacts, fire hazard, wash-down water quality, impacts related to safety and seismic safety, dust emissions during project construction and operation, local impacts to biological resources, and nuisance impacts. Mitigation measures were adopted to reduce these potentially significant impacts to nonsignificant. All measures adopted in the certified EIR have been or will be implemented and the impacts will be mitigated to non-significant.

The EIR found two areas of environmental impact to be significant and unavoidable. Air quality impacts were determined to be significant and unavoidable because of short-term dust impacts during project construction and because of the potential release of hazardous landfill gas during excavation of the landfill. The EIR also found that the SMaRT Station would have significant unavoidable aesthetic impacts on recreationalists using levees to the north of the project site. A screening fence and landscaping along the north side of the project-site were required to help reduce aesthetic impacts. However, even with this mitigation the impact would remain significant and unavoidable.

In 1992 the project was modified to include a reduction in the size and design capacity of the station, reconfiguration of the main station building and relocation of the wood waste processing and public buy back areas. Additionally, the station design capacity was reduced (to 1,500 peak tons per day) as a result of more accurate waste volume figures from each city, and re-evaluation of the assumptions made in estimating growth in the waste stream. In addition to a reduction in the design capacity of the station, the project was also modified to reduce the project footprint. reduce the project footprint and reduce operational limits to what was actually built and permitted.

The 1992 Addendum concluded that the proposed modifications to the SMaRT Station project would not require any change in the mitigation measures adopted to reduce project impacts. All adopted mitigation measures were incorporated into the modified project. The modified project did not result in new impacts which required additional mitigation measures.

A Supplemental Environmental Checklist has been completed for the modified project to provide a comprehensive analysis of the proposed development in comparison with the analysis in the 1990 EIR and the 1992 Addendum. This checklist is provided as an attachment to this document.

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4.0 RECOMMENDATION

That the City of Sunnyvale finds on the basis of substantial evidence in the light of the whole record that the proposed modifications to the original project are within the scope of the original 1990 Final EIR analysis and will not cause any new significant environmental impacts, substantially increase previously identified impacts, nor require any new or modified mitigation.

In making this finding, the City of Sunnyvale has considered evidence presented by City Staff, and other interested parties and has determined that:

(1) NO substantial changes are proposed in the project which will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) NO substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information which was not known and could not have been known with the exercise of reasonable diligence at the time the previously adopted Mitigated Negative Declaration was adopted, does NOT show any of the following:

(A) The project will have one or more significant effects not discussed in the previously certified EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the EIR certified September 1990 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the 1990 EIR and as modified by the 1992 Addendum, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that

would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum. Pursuant to CEQA Guidelines Section 15164, an addendum need not be circulated for public review but can be included in or attached to the certified Environmental Impact Report.

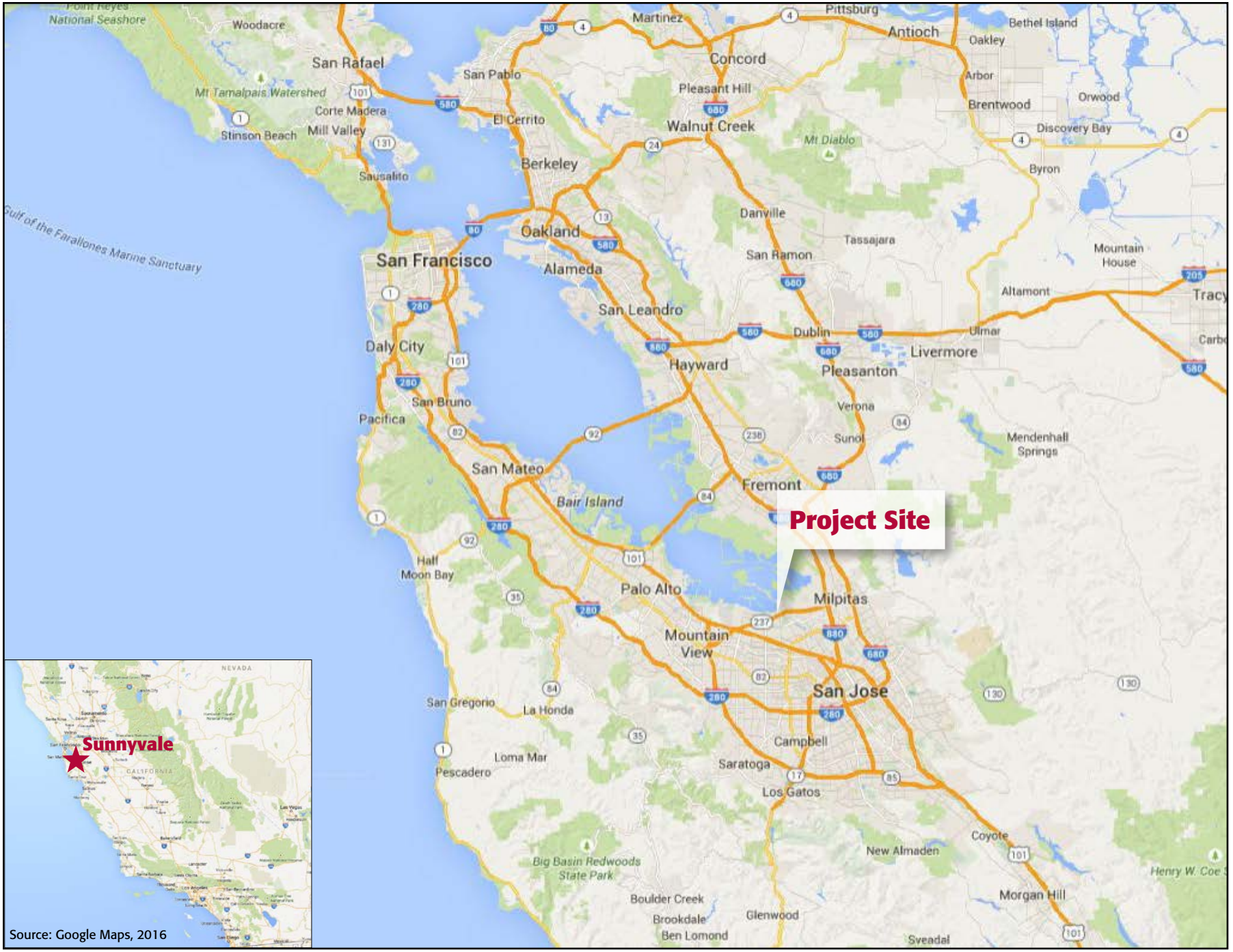

FIGURE 1: Regional Location Map
Sunnyvale SMaRT Station EIR Addendum
City of Sunnyvale

Not to scale

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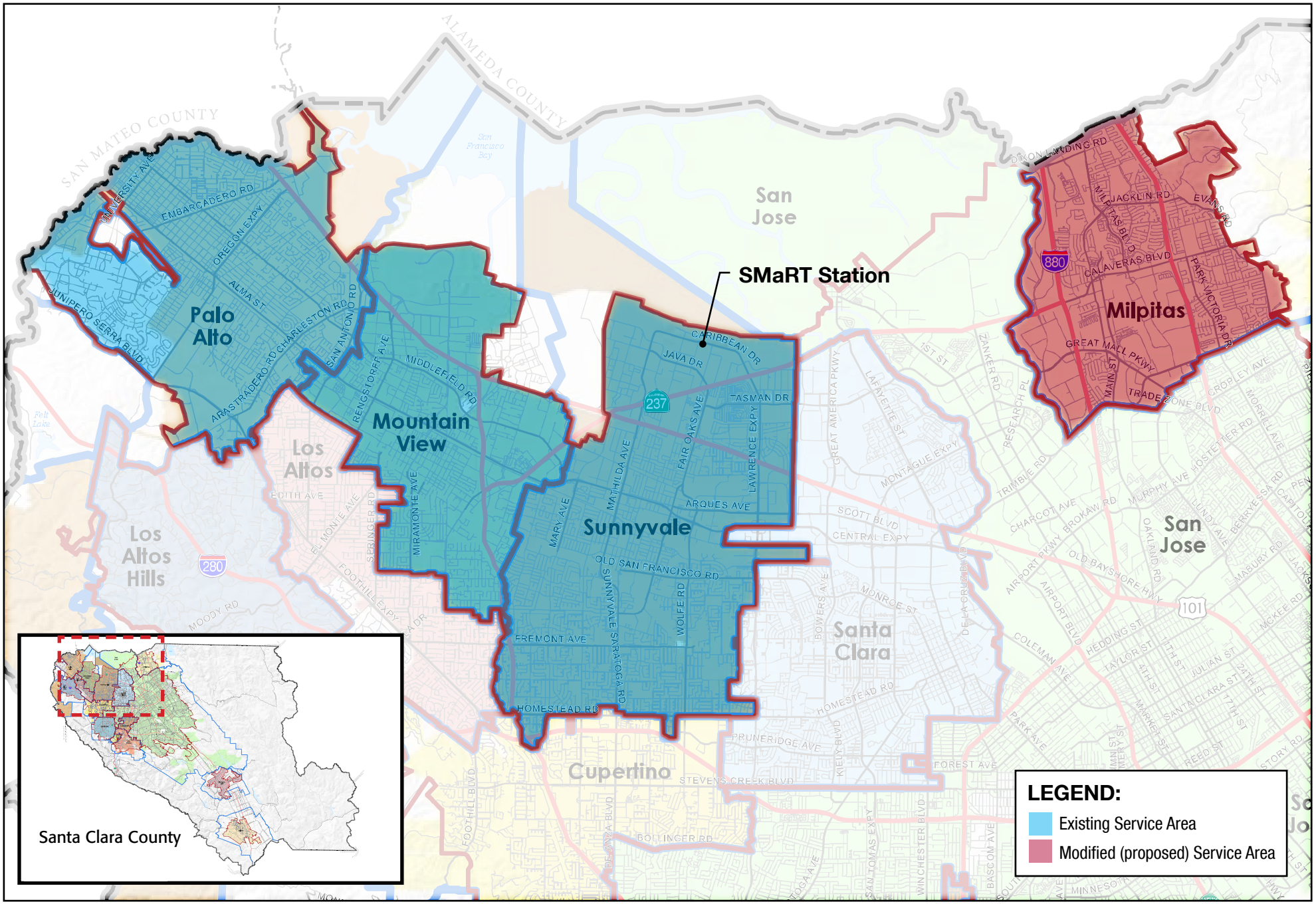

Source: Santa Clara County Planning Office, 2010

FIGURE 2: Vicinity Map
Sunnyvale SMaRT Station EIR Addendum
City of Sunnyvale

Not to scale

Kimley»Horn

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

FOR USE WHEN REVIEWING SUBSEQUENT DISCRETIONARY DOCUMENTS PURSUANT TO A PREVIOUSLY APPROVED OR CERTIFIED ENVIRONMENTAL DOCUMENT

1. **Project Title:** SMaRT Station®[1] - Addition of Milpitas to Service Area

2. **Lead Agency Name and Address:**

   City of Sunnyvale – Environmental Services Department
   P.O. Box 3707, Sunnyvale, CA 94088-3707

3. **Contact Person and Phone Number:** Mark Bowers, Solid Waste Programs Division Manager (408) 730-7421

4. **Project Location:** The SMaRT Station is located at 301 Carl Road, Sunnyvale, CA 94089; the proposed addition of Milpitas to the service area would include the entire City of Milpitas.

5. **Project Sponsor's Name and Address:**

   City of Sunnyvale – Environmental Services Department
   P.O. Box 3707, Sunnyvale, CA 94088-3707

6. **General Plan Designation:** Environmental Services 7. **Zoning:** M3 – PD (General Industrial – Planned Development)

8. **Previous Environmental Document:** Previous review under the California Environmental Quality Act (CEQA) for the SMaRT Station was completed with an EIR certified by the City of Sunnyvale in 1990 (State Clearinghouse No. 89022812). The EIR evaluated the construction of the SMaRT Station and a service area covering three cities and an "extended service area" that included a portion or all of some adjacent/nearby jurisdictions. The City of Milpitas was not included in the extended service area.

   Potentially significant impacts identified in the EIR include traffic impacts, fire hazard, wash-down water quality, impacts related to safety and seismic safety, dust emissions during project construction and operation, local impacts to biological resources, and nuisance impacts. Mitigation measures were adopted to reduce these potentially significant impacts to nonsignificant. All measures adopted in the certified EIR have been or will be implemented and the impacts will be mitigated to non-significant.

   The EIR found two areas of environmental impact to be significant and unavoidable. Air quality impacts were determined to be significant and unavoidable because of short-term dust impacts during project construction and because of the potential release of hazardous landfill gas during excavation of the landfill. The EIR also found that the SMaRT Station would have significant unavoidable aesthetic impacts on recreationalists using levees to the north of the project site. A screening fence and landscaping along the north side of the project-site were required to help reduce aesthetic impacts. However, even with this mitigation the impact would remain significant and unavoidable.

   In 1992 the project was modified to include a reduction in the size and design capacity of the station, reconfiguration of the main station building and relocation of the wood waste processing and public buy back areas. Additionally, the station design capacity was reduced (to 1,500 peak tons per day) as a result of more accurate waste volume figures from each city, and re-evaluation of the assumptions made in

[1] "SMaRT Station" is an abbreviation for Sunnyvale Materials Recovery and Transfer Station and is a registered service mark of the City of Sunnyvale.

estimating growth in the waste stream. In addition to a reduction in the design capacity of the station, the project was also modified to reduce the project footprint.

The 1992 Addendum concluded that the proposed modifications to the SMaRT Station project would not require any change in the mitigation measures adopted to reduce project impacts. All adopted mitigation measures were incorporated into the modified project. The modified project did not result in new impacts which required additional mitigation measures.

9. **Description of Modified Project:** The City of Sunnyvale proposes to expand the service area of the SMaRT Station to include the City of Milpitas. The City of Milpitas is interested in delivering its garbage, curbside recyclables and yard trimmings to the SMaRT Station. This modified project does not propose construction or changes to any of the existing facilities or operations at the existing SMaRT Station site. The inclusion of Milpitas into the service area does not permit or authorize any construction, land use changes, or expansion of other services within the cities of Sunnyvale or Milpitas.

Currently, the SMaRT Station serves the cities of Sunnyvale, Mountain View, and Palo Alto and is operating below its permitted 1,500 peak daily tonnage limit and, operationally, can accommodate the additional materials from the City of Milpitas. The Solid Waste Facility Permit does not need to be revised to accept refuse from Milpitas provided the permitted tonnage and traffic do not exceed the following:

Permitted Maximum Peak Tonnage: 1,500 tons per day

Permitted Traffic Volumes (total vehicles entering the site): 760 daily trips on weekdays

519 on regular weekends

1,390 on extra dump weekend events

Permitted hours of operation are Monday through Sunday, 8:00 AM to 5:00 PM. Materials processing, removal and equipment maintenance are permitted 24 hours a day, seven days a week. Access to the SMaRT Station is via Highway 237 and Caribbean Drive. The modified project does not propose any changes to the existing Solid Waste Facility Permit.

10. **Surrounding Land Uses and Setting:** (Briefly describe the project's surroundings.)

The existing SMaRT Station is located on a city-owned site adjacent to the Sunnyvale Landfill, the Sunnyvale Water Pollution Control Plant (WPCP), and San Francisco Bay. The existing facility is currently in operation 7 days a week, except certain holidays, from 8:00 AM to 5:00 PM. The City of Milpitas is approximately 10 miles from the SMaRT Station and is mostly developed with urban land uses at urban densities. Milpitas has a population of approximately 77,000 people and is approximately 13.6 square miles in size.

11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

None.

NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT. The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation / Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	☐ Greenhouse Gases

DETERMINATION:

On the basis of this initial evaluation:

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR is adequately discusses the potential impacts of the project without modification.

☒ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.

Signature	Date
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No New Impact/No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) A finding of "New Mitigation is Required" means that the project have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.

3) A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.

4) A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
I.	AESTHETICS. Would the project:					
	a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
	c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
	d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion: The Final EIR certified in 1990 identified significant and unavoidable impacts on aesthetic views from recreational areas to the north of the SMaRT Station site. Mitigation measures were included to construct a screening wall and plant trees along the northern boundary of the project area to screen views of people using the recreational facilities north of the project site. However, the potential impacts remained significant with the implementation of the adopted mitigation measures. The proposed changes to the SMaRT Station in the 1992 EIR Addendum included a smaller project site (9 acres from 10 acres), a smaller building (111,550 from 128,000 square feet), among other changes to the site plan. The 1992 Addendum concluded that potential aesthetic impacts of the reconfigured station would be no worse than those of the original station design.

The modified project would extend the existing service area to include the City of Milpitas and would not require and physical changes to the existing SMaRT Station site, including the buildings or operational areas. The modified project would serve existing facilities within the City of Milpitas and would not require or permit any physical changes to properties or existing structures within the Milpitas service area. Therefore, the inclusion of the City of Milpitas into the service area would not result in any new adverse impacts or increase the severity of any previously identified impacts on the aesthetics of the existing project site and surrounding area. No further analysis is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

Discussion: The modified project would not result in additional impacts to agriculture beyond those identified in the 1990 EIR nor the 1992 EIR Addendum because there are no prime, unique, or statewide important farmlands in the project study area. The 1990 EIR nor the 1992 EIR Addendum did not identify any impacts to agricultural uses; therefore, mitigation was not required. The inclusion of the City of Milpitas into the service area would not result in any new adverse impacts or increase the severity of any previously identified impacts on agricultural or forest resources. The modified project would extend the existing service area to include the City of Milpitas and would not require any physical changes to the existing SMaRT Station site, including the buildings or operational areas. The modified project would serve existing facilities within the City of Milpitas and would not require or permit any physical changes to properties or existing structures within the Milpitas service area. No further analysis is required. No mitigation measures are required for the modified project.

III.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion: Air quality-related impacts were addressed in the 1990 Final EIR at pages IV-87 through IV-93. The analysis identified that all air quality-related topics would be less than significant with the exception of construction-related impacts associated with short-term dust emissions and the potential to release hazardous landfill gas during excavation activities. The 1990 Final EIR identified mitigation to reduce the potential to release hazardous landfill gas during excavation activities to a less than significant level. Mitigation was also identified to reduce short-term dust emissions, yet not to a level below significance. Short-term dust emissions were determined to be significant and unavoidable.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

The modified project proposes to expand the service area of the SMaRT Station to include the City of Milpitas and no physical changes to the SMaRT Station building or operation areas are proposed. Therefore, the modified would not result in construction-generated air pollutant emissions. No impacts would occur in this regard.

In terms of air pollutant emissions generated during SMaRT Station operations, the modified project would increase the amount of solid waste collection trips (a source of criteria air pollutant emissions) by 70 daily additional trips. This would result in a negligible increase of criteria air pollutant emissions (e.g., 6 pounds of the pollutant, nitrogen oxide, daily and less than one pound daily of reactive organic gases and particulate matter [course and fine]) compared with the significance thresholds promulgated by the Bay Area Air Quality Management District (BAAQMD),[2] the air pollution control officer for the modified service areas. Additionally, the 1990 Draft EIR accounted for 1,832 average daily solid waste collection trips in its evaluation of air quality impacts and the 1992 Addendum considered 1,246 average daily solid waste collection trips. The modified project would result in an increase of 70 daily solid waste collection trips for a total of 968 daily trips. Therefore, with the addition of Milpitas to the service area, the modified project would result in 278 fewer collection trips, the primary source of criteria air pollutant emissions, than what was accounted for in the 1992 Addendum. Therefore, air quality-related impacts would not be greater than originally determined in the 1990 Final EIR nor 1992 Addendum; no new impacts have been identified and no new mitigation measures are required.

The 1990 Final EIR identifies Mitigation Measures related to operations at the SMaRT Station and Kirby Canyon Landfill that were found to reduce potential impacts. The proposed modifications to the project would not require changes to the mitigation measures presented in the 1990 Final EIR. No additional measures are required.

IV.	BIOLOGICAL RESOURCES. Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

[2] BAAQMD significance thresholds for criteria air pollutants are 54 daily pounds of reactive organic gases, nitrogen oxides, or fine particulate matter; and 82 daily pounds of course particulate matter.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Discussion: The 1990 Final EIR identified that the proposed project would not have impacts to biological resources because the SMaRT Station site was previously disturbed as a result of previous landfill operations at the site. The 1990 Final EIR included mitigation measures to address indirect impacts on wildlife in the area. The modified project would extend the existing service area to include the City of Milpitas and would not require any physical changes to the existing SMaRT Station site, including the buildings or operational areas. The modified project would serve existing facilities within the City of Milpitas and would not require or permit any physical changes to properties or existing structures within the Milpitas service area. The proposed modifications to the project would not require changes to the mitigation measures presented in the 1990 Final EIR. No additional measures are required.

V.	CULTURAL RESOURCES. Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e)	Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?	☐	☐	☒	☐

Discussion: The 1990 Final EIR did not identify potential impacts on cultural resources and no mitigation measures were proposed. No ground disturbance is proposed as part of the modified project. The modified project would extend the existing service area to include the City of Milpitas and would not require any physical changes to the existing SMaRT Station site, including the buildings or operational areas. The modified project would serve existing facilities within the City of Milpitas and would not require or permit any physical changes to properties or existing structures within the Milpitas service area.

VI.	GEOLOGY AND SOILS. Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Discussion: The 1990 Final EIR identified potential impacts as a result of geologic hazards and unstable soils. Mitigation measures were identified for implementation during the construction of the SMaRT Station facility and operations areas. No ground disturbance or building construction is proposed as part of the modified project. Therefore, the modified project does not propose to construct or permit any new facilities that would be located within an Alquist-Priolo Fault Zone or be susceptible to groundshaking, ground failure, landslides, soil erosion, unstable geologic units, or expansive soils. The modified project would extend the existing service area to include the City of Milpitas and would not require any physical changes to the existing SMaRT Station site, including the buildings or operational areas. The modified project would serve existing facilities within the City of Milpitas and would not require or permit any physical changes to properties or existing structures within the Milpitas service area. The proposed modifications to the project would not require changes to the mitigation measures presented in the 1990 Final EIR. No additional measures are required.

VII. GREENHOUSE GAS EMISSIONS. Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

Discussion: The 1990 Final EIR does not evaluate the effects of greenhouse gas (GHG) emission generation. At the time of certification of the Final EIR, the issue of contribution of GHG emissions to climate change was a prominent issue of concern. On March 18, 2010, amendments to the State CEQA Guidelines took effect which set forth requirements for the analysis of GHG emissions under CEQA. Since the SMaRT Station EIR has already been approved, the determination of whether GHG emissions and climate change needs to be analyzed for this specific development is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section

21166 and CEQA Guidelines Sections 15162 and 15163). GHG emissions and climate change are not required to be analyzed under those standards unless it constitutes "new information of substantial importance, which was not known and could not have been known at the time" the 1990 Final EIR was certified (CEQA Guidelines Section 15162(a)(3)).

The issue of GHG emissions and climate change impacts is not new information that was not known or could not have been known at the time of the approval of the SMaRT Station Final EIR. The issue of climate change and GHG emissions was widely known prior to the 1990 Final EIR certification. For example, the regulation of GHG emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s.

As is clear from documents in the administrative record, the fact that GHG emissions could have a significant adverse environmental impact was known at the time the Final EIR was certified in 1990. Consistent with the statutory language, the courts have repeatedly held that new information that "was known" or "could have been known with the exercise of reasonable diligence" at the time of the EIR certification does not trigger the supplemental EIR standard. (*Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 532 ("CREED II"); ALARM, supra, 12 Cal.App.4th at 1800–1803.) Therefore, per the CREED II court decision, although this previous environmental document did not include a GHG analysis, a supplemental environmental analysis of GHG impacts cannot be required absent new information on that front. Information on the effect of GHG emissions on climate was known long before the City approved the Final EIR. Thus, the effect of GHG emissions on climate could have been raised in 1990 when the City considered the EIR. A challenge to an EIR must be brought within 30 days of the lead agency's notice of approval. (Pub. Resources Code, § 21167(b).) Under Public Resources Code section 21166(c), an agency may not require a supplemental environmental review unless new information, which was not known and could not have been known at the time the EIR was approved, becomes available. After a project has been subjected to environmental review, the statutory presumption flips in favor of the project proponent and against further review. (*Moss v. County of Humboldt* (2008) 162 Cal.App.4th 1041, 1049-1050.) "'[S]ection 21166 comes into play precisely because in-depth review has already occurred [and] the time for challenging the sufficiency of the original EIR has long since expired. . . .'" (*Id.*, 1050.) There is no competent evidence of new information of severe impact, and thus the City may rely on an addendum. Accordingly, the City finds that GHG impacts and climate change are not "new information" under Public Resources Code Section 21166.

Therefore, the impact of GHG emissions on climate change was known at the time of certification of the 1990 Final EIR in 1990 and therefore; under CEQA standards, it is not new information that requires analysis in a supplemental EIR or negative declaration. No supplemental environmental analysis of the Project's impacts on this issue is required under CEQA. Nonetheless, it is further noted that the modified would only increase the amount of solid waste collection trips (a source of GHG emissions) by 70 additional daily trips. This would result in a negligible increase of GHG emissions (274 metric tons annually) compared with the regional significance threshold of 1,100 metric tons annually promulgated by the BAAQMD, the air pollution control officer for the Project area. Additionally, the 1990 DEIR accounted for 1,832 average daily solid waste collection trips and the 1992 Addendum considered 1,246 average daily solid waste collection trips. The modified project would result in an increase of 70 daily solid waste collection trips for a total of 968 daily trips. Therefore, the modified project would result in 278 fewer collection trips, the primary source of GHG emissions, then that accounted for in the Final EIR.

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
	b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
	d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
	f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
	g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
	h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

Discussion: The 1990 Final EIR did not identify any significant impacts as a result of handling hazardous or toxic materials at the SMaRT Station. The SMaRT Station currently does not accept, handle, or process hazardous or toxic wastes from either public or private sources. The modified project does not propose to change any existing restrictions regarding the handling of hazardous materials. Proposed trash and recyclable collection within the Milpitas service area will be subject to the same prohibitions regarding hazardous materials that are in place for the existing service area. The modified project will not change or permit any current restrictions regarding the handling or transport of hazardous waste and will not change or modify the SMaRT Stations current Hazardous Waste Exclusion Program (HWEP) or any other local, State, or federal laws that restrict or control the handling of Hazardous Wastes at the SMaRT Station. The modified project would add the City of Milpitas into the service area and does not include any physical development or substantial changes in the operations of the existing facility. As such, the modified project does not conflict with any airport land use master plans, nor create safety hazards at public or private airports, interfere with the implementation of an adopted emergency response plan, or result in the exposure of people or property to wildfires. Therefore, the inclusion of the City of Milpitas into the service area would not result in any new adverse impacts or increase the severity of any previously identified impacts from hazards or hazardous materials on the existing project site or within the City of Milpitas. No mitigation measures are required.

IX.	HYDROLOGY AND WATER QUALITY. Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion: The 1990 Final EIR did not identify any significant impacts on water quality or from flooding at the SMaRT Station. The 1990 Final EIR concluded that the risks from flooding as a result of a 100-year high tide or tsunami were sufficiently low that no mitigation was required. Water quality impacts were addressed through the treatment of groundwater encountered through construction activities and mitigation required treatment and disposal of the groundwater in accordance with Regional Water Control Board standards. The modified project would add the City of Milpitas into the service area and does not include any physical development or substantial changes in the operations of the existing facility. Therefore, the inclusion of the City of Milpitas into the service area would not result in any new adverse impacts or increase the severity of any previously identified impacts from flooding or water quality on the existing project site or within the City of Milpitas. No mitigation measures are required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
X.	LAND USE AND PLANNING. Would the project:				
a)	Physically divide an established community?	☐	☐	☒	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Discussion: The 1990 Final EIR does not identify or evaluate any significant conflicts with land use or other planning documents as a result of developing the SMaRT Station. The modified project would add the City of Milpitas into the service area and does not include any physical development or substantial changes in the operations of the existing facility. Therefore, the inclusion of the City of Milpitas into the service area would not result in any new adverse impacts as a result of conflicts with existing land use plans on the existing project site or within the City of Milpitas. No physical structures would be developed that would physically divide an existing community in Sunnyvale or Milpitas. The modified project does not propose any development or land use changes that would conflict with an existing habitat plan or impede the development of a future habitat conservation plan in Sunnyvale or Milpitas. No mitigation measures are required.

XI.	MINERAL RESOURCES. Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

Discussion: The 1990 Final EIR does not evaluate the effects of mineral resources. The City of Sunnyvale General Plan does not identify any regionally or locally important mineral resources on the Project site. The modified project would not remove any locally or regionally important mineral resources from production or preclude access to important mineral resources. The modified project would add the City of Milpitas into the service area and does not include any physical development or substantial changes in the operations of the existing facility. Therefore, the inclusion of the City of Milpitas into the service area would not result in any new adverse impacts resulting in the loss of mineral resources or the ability to recover locally important mineral resources at the existing project site or within the City of Milpitas. No mitigation measures are required.

XII. NOISE. Would the project result in:

a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

Discussion: Noise resulting from on-site traffic at the SMaRT Station, off-site traffic, and operations of the Kirby Landfill were determined to be less than significant in the 1990 Final EIR. Conversely, the 1990 Final EIR determined that significant noise impacts would occur associated with the users of the levee trails north of the Project site as well as future visitors of a planned park. The noise source affecting the levee trails and planned park was identified as SMaRT Station operations and such operational noise was determined to be significant and unavoidable.

The modified project proposes to expand the service area of the SMaRT Station to include the City of Milpitas. Therefore, the predominate source of noise associated with the proposed Project would be transportation-generated noise. According to the Traffic Memo prepared for the Project (Kimley Horn 2016), the SMaRT Station currently generates 898 daily trips, 72 trips in the AM peak hour, and 28 trips in the PM peak hour. The proposed Project would result in an increase of solid waste collection trips by 70 additional daily trips. The 70 additional trips generated by the modified project would be dispersed among the various turning movements and roadways in the vicinity of the SMaRT Station site and throughout the various routes within Milpitas. According to the 2013 California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, doubling of traffic on a roadway would result in an increase of 3 decibels (dB) (a barely perceptible increase). The 70 additional daily trips generated by the modified project would be nominal compared to that generated under current conditions, and thus, would not result in a perceptible increase in traffic noise levels. The modified project would not result in exposing people to excessive noise levels from a public or private airport. A less than significant impact would occur in this regard. Noise-related impacts would not be greater than originally determined in the 1990 Final EIR; no new impacts have been identified and no new mitigation measures are required.

XIII.	POPULATION AND HOUSING. Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion: The 1990 Final EIR does not evaluate the effects on population and housing. However, the modified project would add the City of Milpitas into the service area and does not include any physical development or substantial changes in the operations of the existing facility. Therefore, the inclusion of the City of Milpitas into the service area would not result in any new adverse impacts resulting in the displacement of substantial number of existing housing or the displacement of people at the existing project site, within Sunnyvale, or within the City of Milpitas. No mitigation measures are required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIV.	PUBLIC SERVICES. Would the project:				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

Discussion: The 1990 Final EIR did not identify any significant impacts on public services at the SMaRT Station or within the extended service area. The modified project would add the City of Milpitas into the service area, however; this change does not include any physical development or substantial changes in the operations of the existing facility. This change would not include any physical development or changes to current land uses within the City of Milpitas. The addition of Milpitas into the service area does not authorize any new or additional development within Milpitas, nor does it remove an existing barrier to growth that would result in an increased need for public services. The inclusion of Milpitas into the service area would not result in an increased need for fire or police protection, or an increased need for schools, parks, or public facilities. No mitigation measures are required.

XV.	RECREATION. Would the project:				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

Discussion: The 1990 Final EIR did not identify any significant impacts on public services at the SMaRT Station or within the extended service area. The modified project would add the City of Milpitas into the service area, however; this change does not include any physical development or substantial changes in the operations of the existing facility. This change would not include any physical development or changes to current land uses within the City of Milpitas. The addition of Milpitas into the service area does not authorize any new or additional development within Milpitas, nor does it remove an existing barrier to growth that would result in an increased need for parks or recreational facilities. No mitigation measures are required.

XVI.	TRANSPORTATION / TRAFFIC. Would the project:					
	a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
	b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
	c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
	d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
	e)	Result in inadequate emergency access?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Discussion: The 1990 Final EIR concluded that the SMaRT Station would not have significant traffic impacts because the projected number of traffic trips would not have a significant adverse impact on the level of service operations at the study intersections or significantly increase traffic volumes on roadways within the study area. Nonetheless, mitigation measures were proposed to further reduce traffic impacts. The 1992 Addendum reflected a reduced number of traffic trips generated by the SMaRT station as a result of reducing the permitted capacity of the facility from 2,000 peak daily tonnage to 1,500 peak daily tonnage. The 1992 Addendum concluded that the proposed 32% reduction in capacity also resulted in a 32% reduction in SMaRT Station generated traffic. The 1992 Addendum concluded that the proposed revisions to the SMaRT Station did not result in any new or more significant impacts, and that no new mitigation measures were required.

To address the proposed increase in service area to include the City of Milpitas, a traffic analysis was prepared to assess the potential for new or increased traffic impacts as a result of the modified project. The traffic analysis, prepared by Kimley-Horn and Associates (2016) is included in Appendix A of this checklist.

Current SMaRT Station Trips

Trip generation of current SMaRT Station trips was based on current hourly volumes, which were provided by the City of Sunnyvale (Attachment A of Appendix A). These volumes were verified using two weeks of truck transaction data. Table 1 presents the current trip generation for the SMaRT Station.

Table 1: *Trip Generation for Current SMaRT Station Traffic*

Daily Trips	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
898	72	42	30	28	8	20

As shown in Table 1, the SMaRT Station currently generates 898 daily trips, 72 trips in the AM peak hour, and 28 trips in the PM peak hour. It should be noted that the 898 daily trips is less than the 1,246 daily trips analyzed in the 1992 EIR Addendum. The current SMaRT Trips were assigned to the network based on the trip distribution from the 1992 EIR Addendum.

Milpitas Trucks Trips

The City estimates that the proposed trucks from the Milpitas service area will add approximately 70 trucks per day. Trips during the AM and PM peak hours were determined by applying the same ratio of peak hour trips to daily trips from the existing SMaRT Station. These percentages are included in Attachment A of Appendix A. Table 2 presents the proposed trip generation for the Milpitas truck traffic.

Table 2: *Trip Generation for Proposed Milpitas Truck Traffic*

Daily Trips	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
70	4	4	8	1	1	2

As shown in Table 2, the proposed additional traffic from the Milpitas service area would be 8 trips in the AM peak hour, and 2 trips in the PM peak hour. It should be noted that the number of trips the project will generate during the AM or PM peak hour is under the 100 net new peak hour trip threshold to warrant the completion of a traffic impact analysis according to Santa Clara Valley Transportation Authority (VTA) guidelines.

More recent traffic volumes may differ compared to the forecasted future volumes analyzed in the 1992 EIR Addendum. As supplemental analysis, LOS and queuing analysis was conducted using more "present day" traffic volumes. The Present-Day analysis utilized intersection traffic volumes collected in November 2014 and June 2015.

Intersection LOS analysis was evaluated following the HCM 2000 methodology within the Traffix software, which follows standards and methodologies set forth by the City of Sunnyvale and Santa Clara County CMP administered by VTA.

Results of the LOS analysis for without and with the proposed Milpitas trucks conditions are presented in Table 3. All study intersections function within acceptable LOS standards under this analysis scenario. Thus, the project has a less than significant impact at all study intersections and no mitigation measures are required. Analysis sheets are provided in Attachment B of Appendix A.
An intersection queuing analysis was also conducted and showed minimal change in queue length due to the addition of the Milpitas truck traffic. Results from the queuing analysis are provided in Attachment C of Appendix A.

Table 3: *Present-Day Intersection Level of Service Summary*

#	Intersection	LOS Criteria	Present-Day						Present-Day Plus Milpitas Trucks									
			AM Peak			PM Peak			AM Peak					PM Peak				
			LOS	Delay (sec)	v/c Ratio	LOS	Delay (sec)[1]	v/c Ratio	LOS	Delay (sec)	v/c Ratio	v/c Var	Crit. Delay Var.	LOS	Delay (sec)	v/c Ratio	v/c Var	Crit. Delay Var.
1	Mathilda Avenue / Java Drive[1]	E	C	25.8	0.224	C	27.9	0.542	C	25.8	0.224	0.000	0.0	C	27.9	0.542	0.000	0.0
2	Mathilda Avenue / 5th Avenue[2]	E	B	13.6	0.170	C+	21.6	0.268	B	13.6	0.170	0.000	0.0	C+	21.6	0.268	0.000	0.0
3	Mathilda Avenue / Moffett Park Drive[2]	E	C+	21.8	0.621	C+	22.7	0.578	C+	21.8	0.621	0.000	0.0	C+	22.7	0.578	0.000	0.0
4	Mathilda Avenue / SR 237 WB Ramps[2]	E	B	12.4	0.603	B	16.0	0.731	B	12.4	0.603	0.000	0.0	B	16.0	0.731	0.000	0.0
5	Mathilda Avenue / SR 237 EB Ramps[2]	E	B	13.4	0.448	B+	11.6	0.570	B	13.4	0.448	0.000	0.0	B+	11.6	0.570	0.000	0.0
6	Mathilda Avenue / Ross Drive[2]	E	B	12.4	0.463	B	13.2	0.668	B	12.4	0.463	0.000	0.0	B	13.2	0.668	0.000	0.0
7	Borregas Avenue / Caribbean Drive	D	B	12.6	0.218	A	9.7	0.191	B	12.7	0.221	0.003	0.1	A	9.7	0.192	0.001	0.0
8	Borregas Avenue / Java Drive	D	B	17.4	0.275	B	17.9	0.333	B	17.4	0.275	0.000	0.0	B	17.9	0.333	0.000	0.0
9	Crossman Avenue / Caribbean Drive	D	B	13.7	0.248	D+	36.5	0.705	B	13.7	0.248	0.000	0.0	D+	36.5	0.705	0.000	0.0
10	Fair Oaks Avenue / Tasman Drive	D	B	17.0	0.422	B-	19.2	0.516	B	17.0	0.422	0.000	0.0	B-	19.2	0.516	0.000	0.0
11	Caribbean Drive / Moffett Park Drive	D	B	12.5	0.419	C-	34.9	0.620	B	12.6	0.420	0.001	0.0	C-	34.9	0.620	0.000	0.0
12	Lawrence Expressway / Tasman Drive[1]	E	D+	36.5	0.583	D	50.8	0.642	D+	36.5	0.583	0.000	0.0	D	50.8	0.642	0.000	0.0

1 Mathilda / Java Street (#1) and Lawrence Expressway/ Tasman (#12) are CMP intersections with LOS E threshold.
2 Mathilda Avenue is a regional significant roadway with a LOS E threshold.

As such, the addition of the City of Milpitas to the service area would generate approximately 8 trips in the AM peak hour, and 2 trips in the PM peak hour, which are under VTA's 100-trip threshold to warrant a traffic impact analysis. The level of service analysis concluded that there will be a less than significant impact on the transportation network, compared to the previously adopted 1992 Addendum. No new or additional mitigation measures are required.

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVII.	UTILITIES AND SERVICE SYSTEMS. Would the project:					
	a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
	b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
	c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
	e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
	f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
	g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

Discussion: The 1990 Final EIR did not identify any significant impacts on utilities and services at the SMaRT Station or within the extended service area. The modified project would add the City of Milpitas into the service area, however, it does not include any physical development or substantial changes in the operations of the existing facility or within the City of Milpitas. The addition of Milpitas into the service area does not authorize any new or additional development within Milpitas, nor does it remove an existing barrier to growth that would result in an increased need for utilities and service systems. The inclusion of Milpitas into the service area would not result in an increased need for public water, sewer, wastewater treatment, or stormdrain facilities. The modified project does not increase the capacity or daily peak tonnage at either the SMaRT Station or the Kirby Canyon Landfill, and as such, no new or expanded solid waste facilities are proposed nor required. No mitigation measures are required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☐	☒	☐
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion: The 1990 Final EIR evaluated the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There is no substantial evidence that there are biological or cultural resources that are affected or associated with this modified project. In addition to project specific impacts, this evaluation considered the modified project's potential for potentially new or more significant cumulative effects than what was previously evaluated in the 1990 Final EIR. Mitigation measures have been identified that would address potential impacts on human beings, specifically measures for aesthetics, air quality, traffic, and noise, to reduce health hazards to humans. Therefore, the modified project has been determined not to meet this Mandatory Finding of Significance.

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5.0 PREPARERS

City of Sunnyvale (Lead Agency)

Environmental Services Department
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Mark Bowers, Solid Waste Programs Division Manager
Debi Sargent, Solid Waste Contract Administrator

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555 Capitol Mall, Suite 300
Sacramento, CA 95814

Alex Jewell, AICP, Project Manager
Mike Mowery, Project Manager, Traffic Analysis
Elizabeth Chau, Traffic Analyst

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6.0 REFERENCES

City of Sunnyvale, 1990. Final Environmental Impact Report, Sunnyvale Materials Recovery and Transfer Station (SMaRT), September 14.

City of Sunnyvale, 1992. Addendum to the Final Environmental Impact Report, Sunnyvale Materials Recovery and Transfer Station (SMaRT), July 21.

Kimley-Horn, 2016. Letter for Transportation Impacts, December.

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APPENDIX A

TRANSPORTATION IMPACTS LETTER

Kimley»Horn

December 8, 2016

Mark Bowers
Solid Waste Programs Division Manager
City of Sunnyvale

RE: ***Sunnyvale Materials Recover and Transfer Station (SMaRT Station®) – Letter for Transportation Impacts (Final)***

Dear Mr. Bowers:

The Sunnyvale Materials Recovery and Transfer Station (SMaRT Station®) is located at 301 Carl Road, just north of the Borregas Avenue and Caribbean Drive intersection in Sunnyvale, California. The original Environmental Impact Report (EIR) was certified by the City of Sunnyvale (City) in September 1990. In 1992, an addendum to the EIR analyzed a reduction in size and capacity from the 1990 EIR.

The SMaRT Station® serves the cities of Mountain View, Palo Alto, and Sunnyvale. Currently, the station is operating at an approximate peak daily tonnage of 940[1], which is less than the 1,500 peak daily tonnage permitted in the 1992 EIR Addendum. This project proposes additional operation of trucks between the SMaRT Station® to/from the City of Milpitas. It is anticipated that the SMaRT Station® will still operate under the tonnage and traffic permitted in the 1992 EIR Addendum.

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the City of Sunnyvale to evaluate potential traffic impacts for the proposed change. This letter documents the methodology, assumptions, and results of the traffic evaluation.

INTERSECTION LEVEL OF SERVICE

Figure 1 shows the study intersections in the study area. Intersection level of service (LOS) analysis for the AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hour traffic was conducted for the same 12 study intersections included in the 1992 EIR Addendum:

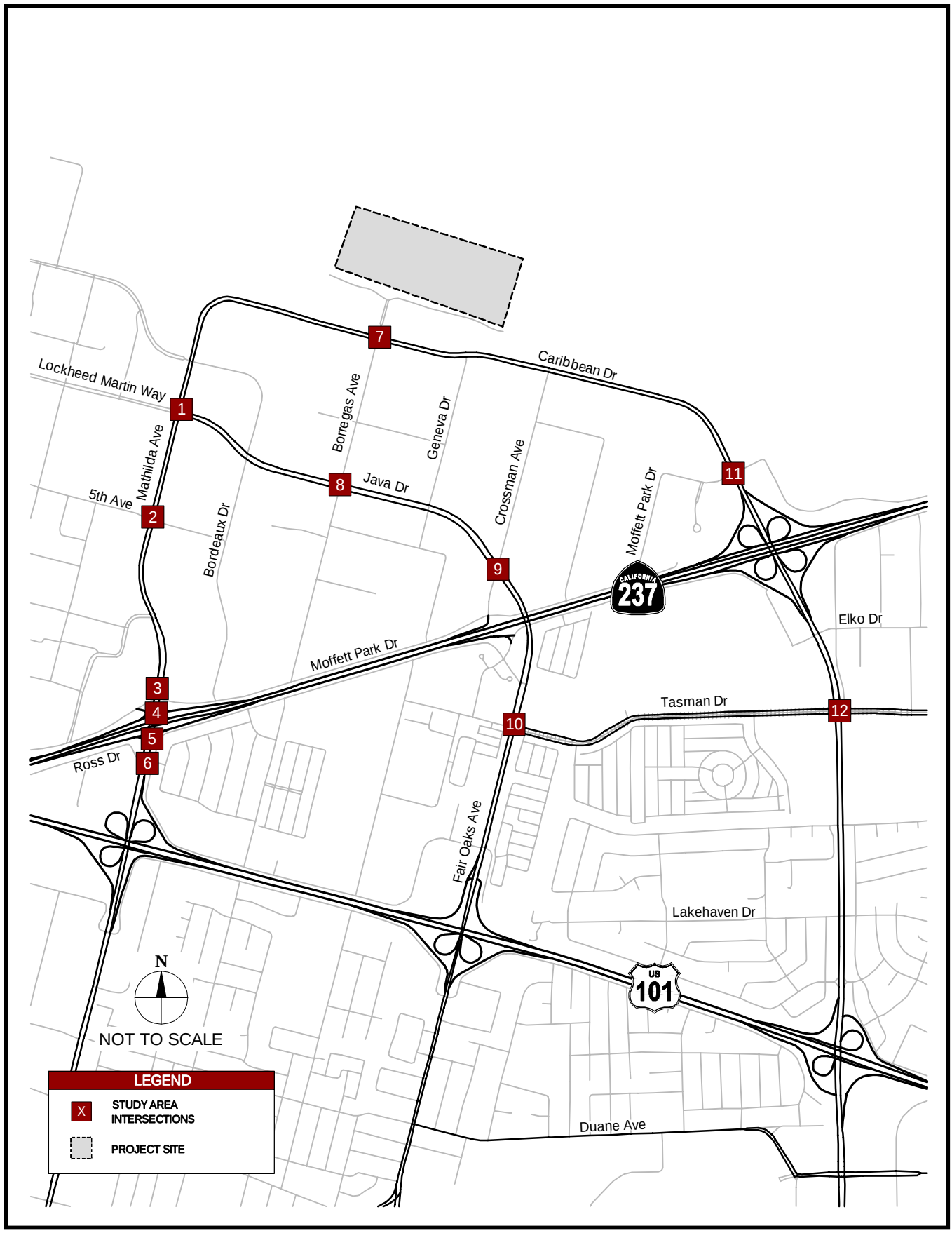
1. Mathilda Avenue / Java Drive
2. Mathilda Avenue / 5th Avenue
3. Mathilda Avenue / Moffett Park Drive
4. Mathilda Avenue / SR 237 WB Ramps
5. Mathilda Avenue / SR 237 EB Ramps
6. Mathilda Avenue / Ross Drive
7. Borregas Avenue / Caribbean Drive
8. Borregas Avenue / Java Drive
9. Crossman Avenue / Caribbean Drive

[1] Email communication with Debi Sargent on November 30, 2016.

10. Fair Oaks Avenue / Tasman Drive
11. Caribbean Drive / Moffett Park Drive
12. Lawrence Expressway / Tasman Drive

Traffic conditions were evaluated for the following traffic conditions:

- **Future (2010) EIR Baseline Plus Current SMaRT Traffic Conditions** – Based on "Future (2010) without Project" volumes analyzed in the 1992 EIR Addendum with the addition of current SMaRT Station® traffic.
- **Future (2010) EIR Baseline Plus Current SMaRT Plus Milpitas Truck Traffic Conditions** – Based on "Future (2010) without Project" volumes analyzed in the 1992 EIR Addendum with the addition of current SMaRT Station® traffic and proposed truck traffic from Milpitas.
- **Present-Day Traffic Conditions** – Based on existing traffic volumes and existing roadway geometry and traffic controls, which includes current SMaRT Station® traffic volumes.
- **Present-Day Plus Milpitas Truck Traffic Conditions** – Based on existing traffic volumes with the addition of the proposed truck traffic from Milpitas.



Kimley»Horn

FIGURE 1
PROJECT LOCATION AND STUDY INTERSECTIONS

097318106 DEC 2016

SUNNYVALE SMaRT STATION®

FUTURE (2010) EIR BASELINE TRAFFIC CONDITIONS

To be consistent with the 1992 EIR Addendum analysis, Future EIR Baseline traffic volumes utilized Future (2010) without project volumes from the 1992 EIR Addendum, with the addition of current SMaRT trips. Since the SMaRT Station® is operating under the permitted tonnage from the 1992 EIR Addendum, this analysis utilized the Future without Project volumes and added current SMaRT Trips instead of using Future (2010) plus project volumes from the 1992 EIR Addendum.

Current SMaRT Trips

Trip generation of current SMaRT Station® trips was based on current hourly volumes, which were provided by the City (**Attachment A**). These volumes were verified using two weeks of truck transaction data. **Table 1** presents the current trip generation for the SMaRT Station®.

Table 1: *Trip Generation for Current SMaRT Station® Traffic*

Daily Trips	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
898	72	42	30	28	8	20

As shown in **Table 1**, the SMaRT Station® currently generates 898 daily trips, 72 trips in the AM peak hour, and 28 trips in the PM peak hour. It should be noted that the 898 daily trips is less than the 1,246 daily trips analyzed in the 1992 EIR Addendum. The current SMaRT Trips were assigned to the network based on the trip distribution from the 1992 EIR Addendum.

Milpitas Trucks Trips

The City estimates that the proposed trucks from Milpitas will add approximately 70 truck trips per day. Trips during the AM and PM peak hours were determined by applying the same ratio of peak hour trips to daily trips from the existing SMaRT Station®. These percentages are included in **Appendix A**. **Table 2** presents the proposed trip generation for the Milpitas truck traffic.

Table 2: *Trip Generation for Proposed Milpitas Truck Traffic*

Daily Trips	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
70	4	4	8	1	1	2

As shown in **Table 2**, the proposed additional traffic from Milpitas would be 8 trips in the AM peak hour, and 2 trips in the PM peak hour. It should be noted that the number of trips the project will generate during the AM or PM peak hour is under the 100 net new peak hour trip threshold[2] to warrant the completion of a traffic impact analysis according to VTA guidelines.

[2] Santa Clara Valley Transportation Authority. *Transportation Impact Analysis Guidelines*. Oct 2014.

The Milpitas truck trip distribution was estimated based on proposed routes provided by the City, shown in **Figure 2**. The Milpitas trucks were assigned to the network based on the assumed trip distribution.

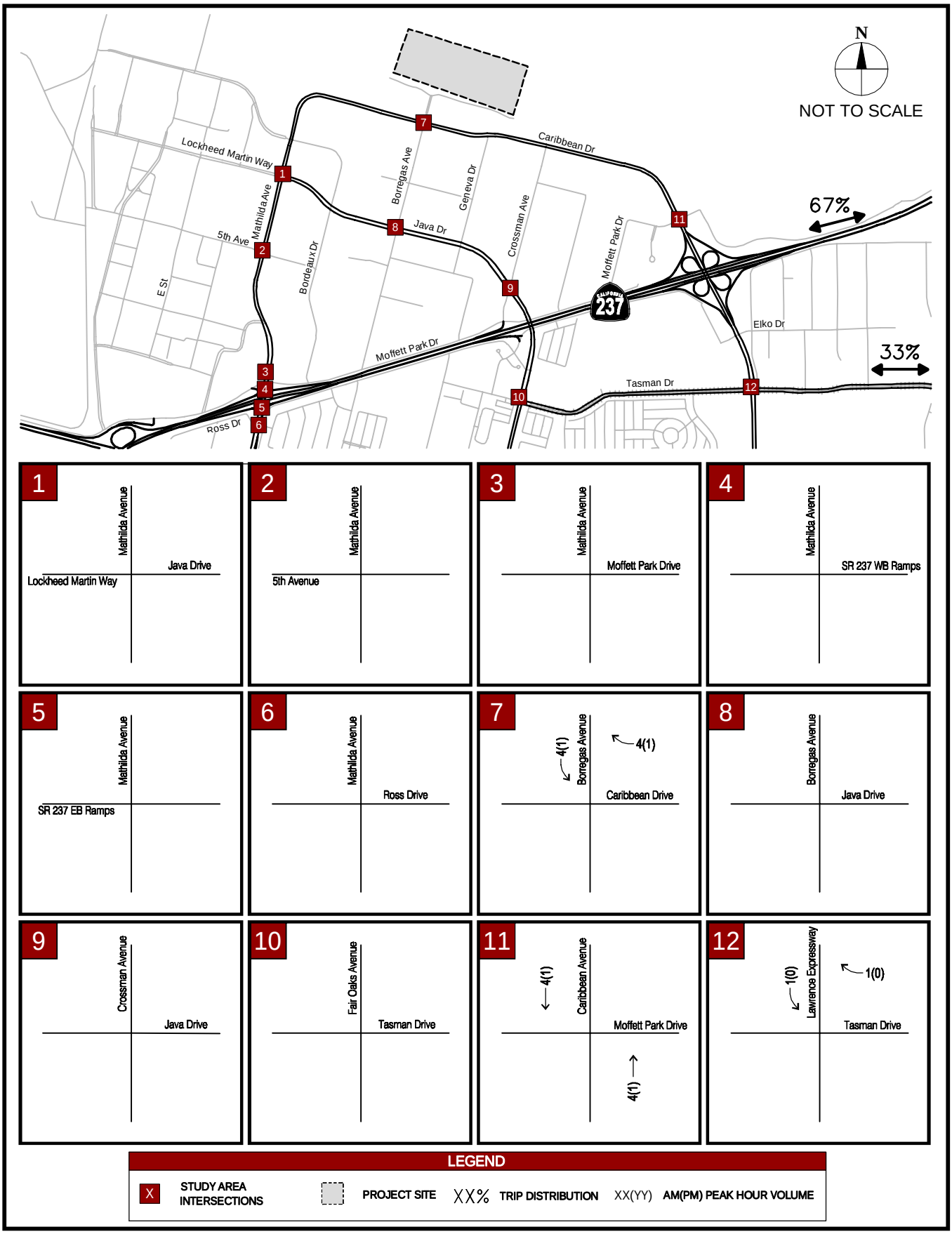
Analysis

To be consistent with the analysis performed in the 1990 EIR and 1992 EIR Addendum, intersection LOS analysis followed Transportation Research Board (TRB) Circular 212 Analysis methodology within the *Traffix* software. TRB Circular 212 analysis determines the LOS based on the volume-to-capacity (v/c) ratio. **Table 3** presents the variance in v/c ratio between the with and without Milpitas traffic conditions, as well as a change in LOS. Analysis sheets are provided in **Attachment B**.

Table 3: *Circular 212 Analysis Results Summary*
(1992 EIR Addendum Results compared to 2016 EIR Addendum Results)

#	Intersection	AM Peak		PM Peak	
		V/C Ratio Variance	Change in LOS	V/C Ratio Variance	Change in LOS
1	Mathilda Avenue / Java Drive	0.000	No	0.000	No
2	Mathilda Avenue / 5th Avenue	0.000	No	0.000	No
3	Mathilda Avenue / Moffett Park Drive	0.000	No	0.000	No
4	Mathilda Avenue / SR 237 WB Ramps	0.000	No	0.000	No
5	Mathilda Avenue / SR 237 EB Ramps	0.000	No	0.000	No
6	Mathilda Avenue / Ross Drive	0.000	No	0.000	No
7	Borregas Avenue / Caribbean Drive	0.000	No	0.000	No
8	Borregas Avenue / Java Drive	0.000	No	0.000	No
9	Crossman Avenue / Caribbean Drive	0.000	No	0.000	No
10	Fair Oaks Avenue / Tasman Drive	0.000	No	0.000	No
11	Caribbean Drive / Moffett Park Drive	0.001	No	0.000	No
12	Lawrence Expressway / Tasman Drive	0.000	No	0.000	No

The updated analysis showed no changes to the LOS for each study intersection. The analysis also concluded no changes in v/c ratio, except for Intersection #11 – Caribbean Drive / Moffett Park Drive, in which there was a slight increase of 0.001 in v/c. Thus, the project has a less than significant impact at all study intersections and no new mitigation measures are required.



Kimley»Horn

FIGURE 2
MILPITAS TRUCK TRAFFIC TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Supplemental analysis for the Future EIR Baseline Traffic Conditions were evaluated following the Highway Capacity Manual (HCM) 2000 methodology within the *Traffix* software, which follows current standards and methodologies set forth by the City of Sunnyvale and Santa Clara County Congestion Management Program (CMP) administered by Santa Clara Valley Transportation Authority (VTA). **Table 4** presents the variance in delay between the with and without Milpitas traffic conditions, as well as a change in LOS. Analysis sheets are provided in **Attachment B**.

Table 4: *HCM 2000 Analysis Results Summary*
(1992 EIR Addendum Results compared to 2016 EIR Addendum Results)

#	Intersection	AM Peak		PM Peak	
		Delay Variance (sec)	Change in LOS	Delay Variance (sec)	Change in LOS
1	Mathilda Avenue / Java Drive	0.0	No	0.0	No
2	Mathilda Avenue / 5th Avenue	0.0	No	0.0	No
3	Mathilda Avenue / Moffett Park Drive	0.0	No	0.0	No
4	Mathilda Avenue / SR 237 WB Ramps	0.0	No	0.0	No
5	Mathilda Avenue / SR 237 EB Ramps	0.0	No	0.0	No
6	Mathilda Avenue / Ross Drive	0.0	No	0.0	No
7	Borregas Avenue / Caribbean Drive	0.1	No	0.1	No
8	Borregas Avenue / Java Drive	0.0	No	0.0	No
9	Crossman Avenue / Caribbean Drive	0.0	No	0.0	No
10	Fair Oaks Avenue / Tasman Drive	0.0	No	0.0	No
11	Caribbean Drive / Moffett Park Drive	0.2	No	0.0	No
12	Lawrence Expressway / Tasman Drive	0.0	No	0.0	No

The analysis showed no changes to the LOS for each study intersection. The analysis also concluded little to no change in delay for all intersections.

PRESENT-DAY TRAFFIC CONDITIONS

More recent traffic volumes may differ compared to the forecasted future volumes analyzed in the 1992 EIR Addendum. As supplemental analysis, LOS and queuing analysis was conducted using more “present day” traffic volumes. The Present-Day analysis utilized intersection traffic volumes collected in November 2014 and June 2015.

Milpitas Trucks

The Present-Day analysis utilized the same trip generation shown in **Table 2** and the same trip distribution shown in **Figure 2**.

Analysis

Intersection LOS analysis was evaluated following the HCM 2000 methodology within the *Traffix* software, which follows standards and methodologies set forth by the City of Sunnyvale and Santa Clara County CMP administered by VTA.

Results of the LOS analysis for without and with the proposed Milpitas trucks conditions are presented in **Table 5**. All study intersections function within acceptable LOS standards under this analysis scenario. Thus, the project has a less than significant impact at all study intersections and no mitigation measures are required. Analysis sheets are provided in **Attachment B**.

An intersection queuing analysis was also conducted and showed minimal change in queue length due to the addition of the Milpitas truck traffic. Results from the queuing analysis are provided in **Attachment C**.

Table 5: *Present-Day Intersection Level of Service Summary*

#	Intersection	LOS Criteria	Present-Day						Present-Day Plus Milpitas Trucks									
			AM Peak			PM Peak			AM Peak					PM Peak				
			LOS	Delay (sec)	v/c Ratio	LOS	Delay (sec)[1]	v/c Ratio	LOS	Delay (sec)	v/c Ratio	v/c Var	Crit. Delay Var.	LOS	Delay (sec)	v/c Ratio	v/c Var	Crit. Delay Var.
1	Mathilda Avenue / Java Drive[1]	E	C	25.8	0.224	C	27.9	0.542	C	25.8	0.224	0.000	0.0	C	27.9	0.542	0.000	0.0
2	Mathilda Avenue / 5th Avenue[2]	E	B	13.6	0.170	C+	21.6	0.268	B	13.6	0.170	0.000	0.0	C+	21.6	0.268	0.000	0.0
3	Mathilda Avenue / Moffett Park Drive[2]	E	C+	21.8	0.621	C+	22.7	0.578	C+	21.8	0.621	0.000	0.0	C+	22.7	0.578	0.000	0.0
4	Mathilda Avenue / SR 237 WB Ramps[2]	E	B	12.4	0.603	B	16.0	0.731	B	12.4	0.603	0.000	0.0	B	16.0	0.731	0.000	0.0
5	Mathilda Avenue / SR 237 EB Ramps[2]	E	B	13.4	0.448	B+	11.6	0.570	B	13.4	0.448	0.000	0.0	B+	11.6	0.570	0.000	0.0
6	Mathilda Avenue / Ross Drive[2]	E	B	12.4	0.463	B	13.2	0.668	B	12.4	0.463	0.000	0.0	B	13.2	0.668	0.000	0.0
7	Borregas Avenue / Caribbean Drive	D	B	12.6	0.218	A	9.7	0.191	B	12.7	0.221	0.003	0.1	A	9.7	0.192	0.001	0.0
8	Borregas Avenue / Java Drive	D	B	17.4	0.275	B	17.9	0.333	B	17.4	0.275	0.000	0.0	B	17.9	0.333	0.000	0.0
9	Crossman Avenue / Caribbean Drive	D	B	13.7	0.248	D+	36.5	0.705	B	13.7	0.248	0.000	0.0	D+	36.5	0.705	0.000	0.0
10	Fair Oaks Avenue / Tasman Drive	D	B	17.0	0.422	B-	19.2	0.516	B	17.0	0.422	0.000	0.0	B-	19.2	0.516	0.000	0.0
11	Caribbean Drive / Moffett Park Drive	D	B	12.5	0.419	C-	34.9	0.620	B	12.6	0.420	0.001	0.0	C-	34.9	0.620	0.000	0.0
12	Lawrence Expressway / Tasman Drive[1]	E	D+	36.5	0.583	D	50.8	0.642	D+	36.5	0.583	0.000	0.0	D	50.8	0.642	0.000	0.0

1 Mathilda / Java Street (#1) and Lawrence Expressway/ Tasman (#12) are CMP intersections with LOS E threshold.

2 Mathilda Avenue is a regional significant roadway with a LOS E threshold.

CONCLUSION

The proposed project will generate approximately 8 trips in the AM peak hour, and 2 trips in the PM peak hour, which are under VTA's 100-trip threshold to warrant a traffic impact analysis. The level of service analysis concluded that there will be a less than significant impact on the transportation network, compared to the previously completed 1992 EIR Addendum.

Sincerely,

Michael C. Mowery, P.E.
P.E. Certificate No. C66353

Attachments:
A – Trip Generation Information
B – LOS Analysis Sheets
C – Queue Analysis

Attachment A

	SMaRT Station											
	In				Outbound				Total			
	Trucks	Public Drop-off	Employees	Total	Trucks	Public Drop-off	Employees	Total	Trucks	Public Drop-off	Employees	Total
5:00 AM	5	0	60	65	5	0	0	5	10	0	60	70
6:00 AM	9	0	20	29	9	0	0	9	18	0	20	38
7:00 AM	14	0	15	29	14	0	0	14	28	0	15	43
8:00 AM	26	4	12	42	26	4	0	30	52	8	12	72
9:00 AM	32	15	0	47	32	15	0	47	64	30	0	94
10:00 AM	34	13	0	47	34	13	0	47	68	26	0	94
11:00 AM	35	15	0	50	35	15	0	50	70	30	0	100
12:00 PM	30	10	10	50	30	10	10	50	60	20	20	100
1:00 PM	20	10	0	30	20	10	60	90	40	20	60	120
2:00 PM	15	10	14	39	15	10	20	45	30	20	34	84
3:00 PM	9	4	0	13	9	4	15	28	18	8	15	41
4:00 PM	6	2	0	8	6	2	12	20	12	4	12	28
10:00 PM	0	0	0	0	0	0	14	14	0	0	14	14
Total	235	83	131	449	235	83	131	449	470	166	262	898

	SMaRT Truck Vol		Milpitas Trucks		
	Trucks	% Daily	In	Out	Total
5:00 AM	10	2%	1	1	1
6:00 AM	18	4%	1	1	3
7:00 AM	28	6%	2	2	4
8:00 AM	52	11%	4	4	8
9:00 AM	64	14%	5	5	10
10:00 AM	68	14%	5	5	10
11:00 AM	70	15%	5	5	10
12:00 PM	60	13%	4	4	9
1:00 PM	40	9%	3	3	6
2:00 PM	30	6%	2	2	4
3:00 PM	18	4%	1	1	3
4:00 PM	12	3%	1	1	2
Total	470	100%	35	35	70

Attachment B

Scenario Report

Scenario:	EIR Baseline + Current AM
Command:	Default Command
Volume:	Baseline AM
Geometry:	Baseline AM
Impact Fee:	Default Impact Fee
Trip Generation:	Baseline AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Mathilda Ave / Lockheed Martin-Java Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	103	217	108	25	194	9	166	363	440	211	132	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	217	108	25	194	9	166	363	440	211	132	4
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	246	108	25	215	9	166	363	440	211	132	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	246	108	25	215	9	166	363	440	211	132	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	246	108	25	215	9	166	363	440	211	132	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	246	108	25	215	9	166	363	440	211	132	4
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.08	0.92	1.00	2.88	0.12	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1650	3440	1510	1650	4751	199	1650	3300	1650	1650	3203	97
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.02	0.05	0.05	0.10	0.11	0.27	0.13	0.04	0.04
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Mathilda Ave / 5th Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
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
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	199	0	0	1132	138	190	0	276	0	0	0
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	228	0	0	1153	138	190	0	276	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.68	0.32	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1725	5175	0	1725	4622	553	1725	1725	1725	1725	1725	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.00	0.25	0.25	0.11	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Mathilda Ave / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
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
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 2	0	1 0	0 1
Volume Module:												
Base Vol:	80	293	166	22	1570	96	11	29	741	413	175	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	293	166	22	1570	96	11	29	741	413	175	17
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	322	166	22	1591	96	11	29	741	413	175	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	322	166	22	1591	96	11	29	741	413	175	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	322	166	22	1591	96	11	29	741	413	175	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	80	322	166	22	1591	96	11	29	815	413	175	17
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	2.00	0.70	0.30	1.00
Final Sat.:	1650	3300	1650	1650	4668	282	1650	1650	3300	1159	491	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.01	0.34	0.34	0.01	0.02	0.25	0.36	0.36	0.01
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Mathilda Ave / SR 237 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	101	554	0	0	2358	264	0	0	0	449	15	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	554	0	0	2358	264	0	0	0	449	15	39
Added Vol:	0	29	0	0	6	15	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	583	0	0	2364	279	0	0	0	449	15	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	583	0	0	2364	279	0	0	0	449	15	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	583	0	0	2364	279	0	0	0	449	15	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	583	0	0	2364	279	0	0	0	449	15	39
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	0.97	0.03	1.00
Final Sat.:	1725	5175	0	0	4629	546	0	0	0	1669	56	1725
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.27	0.27	0.02
Crit Moves:	****				****					****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Mathilda Ave / SR 237 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	D

Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
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
Lanes:	0	0 3	0 1	1	0 2	0 0	1	1 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	476	330	210	2855	0	168	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	330	210	2855	0	168	0	73	0	0	0
Added Vol:	0	8	0	0	6	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	484	330	210	2861	0	189	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	330	210	2861	0	189	0	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	484	330	210	2861	0	208	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5175	1725	1725	3450	0	3450	0	1725	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.19	0.12	0.83	0.00	0.06	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #6 Mathilda Ave / Ross Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	D

Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Ovl		
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
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	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:	61	661	222	147	2434	20	66	6	134	166	12	82
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.25	0.75	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1725	3886	1289	1725	3422	28	1725	1725	1725	1725	1725	1725
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.09	0.71	0.71	0.04	0.00	0.08	0.10	0.01	0.05
Crit Moves:	****				****					****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #7 Borregas Ave / Caribbean Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
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
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	6	1	296	28	4	8	15	1047	17	75	97	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	296	28	4	8	15	1047	17	75	97	6
Added Vol:	0	6	0	5	5	21	29	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	7	296	33	9	29	44	1047	17	75	97	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	7	296	33	9	29	44	1047	17	75	97	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	7	296	33	9	29	44	1047	17	75	97	12
PCE Adj:	1.03	1.00	1.00	1.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	7	296	34	9	29	44	1047	17	75	97	12
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.79	0.21	1.00	1.00	2.95	0.05	1.00	2.67	0.33
Final Sat.:	796	929	1725	1355	370	1725	1725	5092	83	1725	4605	570
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.02	0.02	0.02	0.03	0.21	0.21	0.04	0.02	0.02
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Borregas Ave / Java Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
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
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	88	108	194	90	67	48	80	748	86	50	163	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	55
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.28	0.50	0.45	0.32	0.23	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	389	478	858	780	550	394	1725	3094	356	1725	2510	940
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.12	0.12	0.12	0.05	0.24	0.24	0.03	0.06	0.06
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #9 Crossman Ave / Java Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	15	22	176	185	141	33	69	1196	162	66	178	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	22	176	185	141	33	69	1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	22	176	185	141	33	69	1201	162	66	184	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	22	176	185	141	33	69	1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33	69	1201	162	66	184	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	176	185	141	33	69	1201	162	66	184	37
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.11	0.11	0.09	0.02	0.04	0.36	0.10	0.04	0.06	0.02
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #10 Fair Oaks Ave / TasmanDr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	C

Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	78	204	359	287	1381	85	55	98	92	316	52	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:	78	204	359	287	1381	85	55	98	92	316	52	51
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	210	359	287	1386	85	55	98	92	316	52	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:	78	210	359	287	1386	85	55	98	92	316	52	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	210	359	287	1386	85	55	98	92	316	52	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	210	359	316	1386	85	55	98	92	316	52	51
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1650	3300	1650	3300	3109	191	1650	851	799	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.22	0.10	0.45	0.45	0.03	0.12	0.12	0.19	0.03	0.03
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #11 Carribean Dr / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	C

Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
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
Lanes:	1 0	3 1	0	1 0	3 0	1	1 0	0 0	1	0 1	0 1	0 1
Volume Module:												
Base Vol:	178	264	6	1	2204	7	15	0	567	10	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	264	6	1	2204	7	15	0	567	10	0	0
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	270	6	1	2209	7	15	0	567	10	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	270	6	1	2209	7	15	0	567	10	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	270	6	1	2209	7	15	0	567	10	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	270	6	1	2209	7	15	0	567	10	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1650	6457	143	1650	4950	1650	1650	0	1650	1650	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.04	0.00	0.45	0.00	0.01	0.00	0.34	0.01	0.00	0.00
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #12 Lawrence Expy / Tasman Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	117	744	275	811	1738	114	113	295	141	483	217	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:	117	744	275	811	1738	114	113	295	141	483	217	188
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	750	275	811	1743	114	113	295	141	483	217	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:	117	750	275	811	1743	114	113	295	141	483	217	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	750	275	811	1743	114	113	295	141	483	217	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	750	275	892	1743	114	113	295	141	483	217	188
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.35	0.65	1.00	1.07	0.93
Final Sat.:	3300	4950	1650	3300	4950	1650	1650	2233	1067	1650	1768	1532
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.27	0.35	0.07	0.07	0.13	0.13	0.29	0.12	0.12
Crit Moves:		****		****				****		****		

Scenario Report

Scenario:	EIR Baseline + Current PM
Command:	Default Command
Volume:	Baseline PM
Geometry:	Baseline PM
Impact Fee:	Default Impact Fee
Trip Generation:	Baseline PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Mathilda Ave / Lockheed Martin-Java Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	189	251	347	41	232	197	102	112	46	125	264	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	251	347	41	232	197	102	112	46	125	264	11
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	257	347	41	246	197	102	112	46	125	264	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	257	347	41	246	197	102	112	46	125	264	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	257	347	41	246	197	102	112	46	125	264	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	257	347	41	246	197	102	112	46	125	264	11
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	3300	1650	1650	3168	132
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.21	0.02	0.07	0.12	0.06	0.03	0.03	0.08	0.08	0.08
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Mathilda Ave / 5th Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
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
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	287	1348	0	0	197	221	116	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	0
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1354	0	0	211	221	116	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1354	0	0	211	221	116	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1354	0	0	211	221	116	0	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1354	0	0	211	221	116	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1725	5175	0	1725	3450	1725	1725	1725	1725	1725	1725	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.00	0.00	0.06	0.13	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Mathilda Ave / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
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
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 2	0	1 0	0 1
Volume Module:												
Base Vol:	997	1495	780	8	206	19	0	37	44	116	77	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:	997	1495	780	8	206	19	0	37	44	116	77	21
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	997	1501	780	8	220	19	0	37	44	116	77	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:	997	1501	780	8	220	19	0	37	44	116	77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	1501	780	8	220	19	0	37	44	116	77	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	1.10	1.00	1.00	1.00
FinalVolume:	997	1501	780	8	220	19	0	37	48	116	77	21
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.76	0.24	1.00	1.00	2.00	0.60	0.40	1.00
Final Sat.:	1650	3300	1650	1650	4556	394	1650	1650	3300	992	658	1650
Capacity Analysis Module:												
Vol/Sat:	0.60	0.45	0.47	0.00	0.05	0.05	0.00	0.02	0.01	0.12	0.12	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Mathilda Ave / SR 237 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	85	384	0	0	386	33	0	0	0	206	1	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:	85	384	0	0	386	33	0	0	0	206	1	195
Added Vol:	0	6	0	0	4	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	390	0	0	390	43	0	0	0	206	1	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	0	0	390	43	0	0	0	206	1	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	390	0	0	390	43	0	0	0	206	1	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:	85	390	0	0	390	43	0	0	0	206	1	195
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1725	5175	0	0	4661	514	0	0	0	1717	8	1725
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.12	0.12	0.11
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Mathilda Ave / SR 237 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
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
Lanes:	0	0 3	0 1	1	0 2	0 0	1	1 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2742	493	63	515	0	870	0	50	0	0	0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2744	493	63	519	0	874	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2744	493	63	519	0	961	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5175	1725	1725	3450	0	3450	0	1725	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.29	0.04	0.15	0.00	0.28	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #6 Mathilda Ave / Ross Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Ovl		
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
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	96	3210	106	56	553	78	40	4	36	125	21	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	3210	106	56	553	78	40	4	36	125	21	151
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	3212	106	56	557	78	40	4	36	125	21	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	3212	106	56	557	78	40	4	36	125	21	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	3212	106	56	557	78	40	4	36	125	21	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	3212	106	56	557	78	40	4	36	125	21	151
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1725	5010	165	1725	3026	424	1725	1725	1725	1725	1725	1725
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.03	0.18	0.18	0.02	0.00	0.02	0.07	0.01	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #7 Borregas Ave / Caribbean Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
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
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																			
Base Vol:	7	12	41	11	13	6	18	153	14	485	1175	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:	7	12	41	11	13	6	18	153	14	485	1175	24
Added Vol:	0	1	0	3	3	14	6	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	13	41	14	16	20	24	153	14	485	1175	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	13	41	14	16	20	24	153	14	485	1175	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	13	41	14	16	20	24	153	14	485	1175	25
PCE Adj:	1.05	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	13	41	15	16	20	24	153	14	485	1175	25
Saturation Flow Module:																			
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	0.47	0.53	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	604	1121	1725	805	920	1725	1725	4741	434	1725	5067	108
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.03	0.03	0.28	0.23	0.23
Crit Moves:				****				****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Borregas Ave / Java Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
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
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																			
Base Vol:	75	139	47	66	142	62	20	109	53	191	650	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:	75	139	47	66	142	62	20	109	53	191	650	118
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119
Saturation Flow Module:																			
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.53	0.18	0.25	0.52	0.23	1.00	1.35	0.65	1.00	1.69	0.31
Final Sat.:	496	919	311	436	897	392	1725	2321	1129	1725	2916	534
Capacity Analysis Module:																			
Vol/Sat:	0.15	0.15	0.15	0.16	0.16	0.16	0.01	0.05	0.05	0.11	0.22	0.22
Crit Moves:					****			****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #9 Crossman Ave / Java Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	10	37	63	108	57	134	24	235	1235	428
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	10	37	63	108	57	137	24	235	1236	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	10	37	63	108	57	137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	10	37	63	108	57	137	24	235	1236	428
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.04	0.07	0.03	0.04	0.01	0.14	0.37	0.26
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #10 Fair Oaks Ave / TasmanDr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	207	1373	263	28	136	24	73	30	34	217	77	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:	207	1373	263	28	136	24	73	30	34	217	77	176
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1374	263	28	139	24	73	30	34	217	77	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:	207	1374	263	28	139	24	73	30	34	217	77	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1374	263	28	139	24	73	30	34	217	77	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1374	263	31	139	24	73	30	34	217	77	176
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1650	3300	1650	3300	2814	486	1650	773	877	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.16	0.01	0.05	0.05	0.04	0.04	0.04	0.13	0.05	0.11
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #11 Carribean Dr / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
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
Lanes:	1	0 3	1 0	1	0 3	0 1	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3	54	1
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	2228	53	3	203	8	14	7	86	3	54	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	2228	53	3	203	8	14	7	86	3	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	2228	53	3	203	8	14	7	86	3	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	2228	53	3	203	8	14	7	86	3	54	1
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	0.26	0.74	1.00	0.05	0.95	1.00
Final Sat.:	1650	6447	153	1650	4950	1650	432	1218	1650	87	1563	1650
Capacity Analysis Module:												
Vol/Sat:	0.38	0.35	0.35	0.00	0.04	0.00	0.03	0.01	0.05	0.03	0.03	0.00
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #12 Lawrence Expy / Tasman Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	1377	358	24	510	209	149	273	73	142	147	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:	81	1377	358	24	510	209	149	273	73	142	147	189
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1378	358	24	513	209	149	273	73	142	147	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:	81	1378	358	24	513	209	149	273	73	142	147	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1378	358	24	513	209	149	273	73	142	147	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1378	358	26	513	209	149	273	73	142	147	189
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	3300	4950	1650	3300	4950	1650	1650	2604	696	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.22	0.01	0.10	0.13	0.09	0.10	0.10	0.09	0.09	0.11
Crit Moves:		****			****			****				****

Scenario Report

Scenario:	EIR Baseline + Current + Milpitas AM
Command:	Default Command
Volume:	Baseline AM
Geometry:	Baseline AM
Impact Fee:	Default Impact Fee
Trip Generation:	Baseline + Milpitas AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Mathilda Ave / Lockheed Martin-Java Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	103	217	108	25	194	9	166	363	440	211	132	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	217	108	25	194	9	166	363	440	211	132	4
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	246	108	25	215	9	166	363	440	211	132	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	246	108	25	215	9	166	363	440	211	132	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	246	108	25	215	9	166	363	440	211	132	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	246	108	25	215	9	166	363	440	211	132	4
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.08	0.92	1.00	2.88	0.12	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1650	3440	1510	1650	4751	199	1650	3300	1650	1650	3203	97
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.02	0.05	0.05	0.10	0.11	0.27	0.13	0.04	0.04
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Mathilda Ave / 5th Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
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
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	199	0	0	1132	138	190	0	276	0	0	0
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	228	0	0	1153	138	190	0	276	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.68	0.32	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1725	5175	0	1725	4622	553	1725	1725	1725	1725	1725	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.00	0.25	0.25	0.11	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Mathilda Ave / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
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
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	80	293	166	22	1570	96	11	29	741	413	175	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	293	166	22	1570	96	11	29	741	413	175	17
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	322	166	22	1591	96	11	29	741	413	175	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	322	166	22	1591	96	11	29	741	413	175	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	322	166	22	1591	96	11	29	741	413	175	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	80	322	166	22	1591	96	11	29	815	413	175	17
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	2.00	0.70	0.30	1.00
Final Sat.:	1650	3300	1650	1650	4668	282	1650	1650	3300	1159	491	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.01	0.34	0.34	0.01	0.02	0.25	0.36	0.36	0.01
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Mathilda Ave / SR 237 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	101	554	0	0	2358	264	0	0	0	449	15	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	554	0	0	2358	264	0	0	0	449	15	39
Added Vol:	0	29	0	0	6	15	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	583	0	0	2364	279	0	0	0	449	15	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	583	0	0	2364	279	0	0	0	449	15	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	583	0	0	2364	279	0	0	0	449	15	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	583	0	0	2364	279	0	0	0	449	15	39
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	0.97	0.03	1.00
Final Sat.:	1725	5175	0	0	4629	546	0	0	0	1669	56	1725
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.27	0.27	0.02
Crit Moves:	****				****					****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Mathilda Ave / SR 237 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	D

Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
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
Lanes:	0	0 3	0 1	1	0 2	0 0	1	1 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	476	330	210	2855	0	168	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	330	210	2855	0	168	0	73	0	0	0
Added Vol:	0	8	0	0	6	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	484	330	210	2861	0	189	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	330	210	2861	0	189	0	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	484	330	210	2861	0	208	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5175	1725	1725	3450	0	3450	0	1725	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.19	0.12	0.83	0.00	0.06	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #6 Mathilda Ave / Ross Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	D

Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Ovl		
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
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	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:	61	661	222	147	2434	20	66	6	134	166	12	82
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.25	0.75	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1725	3886	1289	1725	3422	28	1725	1725	1725	1725	1725	1725
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.09	0.71	0.71	0.04	0.00	0.08	0.10	0.01	0.05
Crit Moves:	****				****					****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #7 Borregas Ave / Caribbean Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
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
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	6	1	296	28	4	8	15	1047	17	75	97	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	296	28	4	8	15	1047	17	75	97	6
Added Vol:	0	6	0	9	5	21	29	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	7	296	37	9	29	44	1047	17	75	97	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:	6	7	296	37	9	29	44	1047	17	75	97	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	7	296	37	9	29	44	1047	17	75	97	16
PCE Adj:	1.03	1.00	1.00	1.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	7	296	38	9	29	44	1047	17	75	97	16
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.80	0.20	1.00	1.00	2.95	0.05	1.00	2.58	0.42
Final Sat.:	796	929	1725	1387	338	1725	1725	5092	83	1725	4442	733
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.03	0.03	0.02	0.03	0.21	0.21	0.04	0.02	0.02
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Borregas Ave / Java Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
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
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	88	108	194	90	67	48	80	748	86	50	163	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	55
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.28	0.50	0.45	0.32	0.23	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	389	478	858	780	550	394	1725	3094	356	1725	2510	940
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.12	0.12	0.12	0.05	0.24	0.24	0.03	0.06	0.06
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #9 Crossman Ave / Java Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	15	22	176	185	141	33	69	1196	162	66	178	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	22	176	185	141	33	69	1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	22	176	185	141	33	69	1201	162	66	184	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	22	176	185	141	33	69	1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33	69	1201	162	66	184	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	176	185	141	33	69	1201	162	66	184	37
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.11	0.11	0.09	0.02	0.04	0.36	0.10	0.04	0.06	0.02
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #10 Fair Oaks Ave / TasmanDr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	C

Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	78	204	359	287	1381	85	55	98	92	316	52	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:	78	204	359	287	1381	85	55	98	92	316	52	51
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	210	359	287	1386	85	55	98	92	316	52	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:	78	210	359	287	1386	85	55	98	92	316	52	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	210	359	287	1386	85	55	98	92	316	52	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	210	359	316	1386	85	55	98	92	316	52	51
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1650	3300	1650	3300	3109	191	1650	851	799	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.22	0.10	0.45	0.45	0.03	0.12	0.12	0.19	0.03	0.03
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #11 Carribean Dr / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	C

Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
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
Lanes:	1 0	3	1 0	1 0	3	0 1	1	0 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	178	264	6	1	2204	7	15	0	567	10	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	264	6	1	2204	7	15	0	567	10	0	0
Added Vol:	0	10	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	274	6	1	2213	7	15	0	567	10	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	274	6	1	2213	7	15	0	567	10	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	274	6	1	2213	7	15	0	567	10	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	274	6	1	2213	7	15	0	567	10	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1650	6459	141	1650	4950	1650	1650	0	1650	1650	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.04	0.00	0.45	0.00	0.01	0.00	0.34	0.01	0.00	0.00
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #12 Lawrence Expy / Tasman Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	117	744	275	811	1738	114	113	295	141	483	217	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:	117	744	275	811	1738	114	113	295	141	483	217	188
Added Vol:	0	6	0	1	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	750	275	812	1743	114	113	295	141	483	217	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:	117	750	275	812	1743	114	113	295	141	483	217	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	750	275	812	1743	114	113	295	141	483	217	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	750	275	893	1743	114	113	295	141	483	217	189
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.35	0.65	1.00	1.07	0.93
Final Sat.:	3300	4950	1650	3300	4950	1650	1650	2233	1067	1650	1764	1536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.27	0.35	0.07	0.07	0.13	0.13	0.29	0.12	0.12
Crit Moves:		****		****				****		****		

Scenario Report

Scenario:	EIR Baseline + Current + Milpitas PM
Command:	Default Command
Volume:	Baseline PM
Geometry:	Baseline AM
Impact Fee:	Default Impact Fee
Trip Generation:	Baseline + Milpitas PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Mathilda Ave / Lockheed Martin-Java Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	189	251	347	41	232	197	102	112	46	125	264	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	251	347	41	232	197	102	112	46	125	264	11
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	257	347	41	246	197	102	112	46	125	264	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	257	347	41	246	197	102	112	46	125	264	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	257	347	41	246	197	102	112	46	125	264	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	257	347	41	246	197	102	112	46	125	264	11
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	3300	1650	1650	3168	132
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.21	0.02	0.07	0.12	0.06	0.03	0.03	0.08	0.08	0.08
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Mathilda Ave / 5th Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
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
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	287	1348	0	0	197	221	116	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	0
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1354	0	0	211	221	116	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1354	0	0	211	221	116	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1354	0	0	211	221	116	0	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1354	0	0	211	221	116	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1725	5175	0	1725	3450	1725	1725	1725	1725	1725	1725	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.00	0.00	0.06	0.13	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Mathilda Ave / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
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
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 2	0	1 0	0 1
Volume Module:												
Base Vol:	997	1495	780	8	206	19	0	37	44	116	77	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:	997	1495	780	8	206	19	0	37	44	116	77	21
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	997	1501	780	8	220	19	0	37	44	116	77	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:	997	1501	780	8	220	19	0	37	44	116	77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	1501	780	8	220	19	0	37	44	116	77	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	1.10	1.00	1.00	1.00
FinalVolume:	997	1501	780	8	220	19	0	37	48	116	77	21
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.76	0.24	1.00	1.00	2.00	0.60	0.40	1.00
Final Sat.:	1650	3300	1650	1650	4556	394	1650	1650	3300	992	658	1650
Capacity Analysis Module:												
Vol/Sat:	0.60	0.45	0.47	0.00	0.05	0.05	0.00	0.02	0.01	0.12	0.12	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Mathilda Ave / SR 237 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	85	384	0	0	386	33	0	0	0	206	1	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:	85	384	0	0	386	33	0	0	0	206	1	195
Added Vol:	0	6	0	0	4	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	390	0	0	390	43	0	0	0	206	1	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	0	0	390	43	0	0	0	206	1	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	390	0	0	390	43	0	0	0	206	1	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:	85	390	0	0	390	43	0	0	0	206	1	195
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1725	5175	0	0	4661	514	0	0	0	1717	8	1725
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.12	0.12	0.11
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Mathilda Ave / SR 237 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
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
Lanes:	0	0 3	0 1	1	0 2	0 0	1	1 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2742	493	63	515	0	870	0	50	0	0	0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2744	493	63	519	0	874	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2744	493	63	519	0	961	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5175	1725	1725	3450	0	3450	0	1725	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.29	0.04	0.15	0.00	0.28	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #6 Mathilda Ave / Ross Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Ovl		
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
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	96	3210	106	56	553	78	40	4	36	125	21	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	3210	106	56	553	78	40	4	36	125	21	151
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	3212	106	56	557	78	40	4	36	125	21	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	3212	106	56	557	78	40	4	36	125	21	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	3212	106	56	557	78	40	4	36	125	21	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	3212	106	56	557	78	40	4	36	125	21	151
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1725	5010	165	1725	3026	424	1725	1725	1725	1725	1725	1725
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.03	0.18	0.18	0.02	0.00	0.02	0.07	0.01	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #7 Borregas Ave / Caribbean Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Borregas Ave									Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ovl			Ovl			Include			Include					
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			
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	7	12	41	11	13	6	18	153	14	485	1175	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:	7	12	41	11	13	6	18	153	14	485	1175	24								
Added Vol:	0	1	0	4	3	14	6	0	0	0	0	2								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	7	13	41	15	16	20	24	153	14	485	1175	26								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	7	13	41	15	16	20	24	153	14	485	1175	26								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	7	13	41	15	16	20	24	153	14	485	1175	26								
PCE Adj:	1.05	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	7	13	41	16	16	20	24	153	14	485	1175	26								
Saturation Flow Module:																				
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.35	0.65	1.00	0.48	0.52	1.00	1.00	2.75	0.25	1.00	2.94	0.06								
Final Sat.:	604	1121	1725	835	890	1725	1725	4741	434	1725	5063	112								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.03	0.03	0.28	0.23	0.23								
Crit Moves:				****				****		****										

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Borregas Ave / Java Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Borregas Ave									Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
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			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	75	139	47	66	142	62	20	109	53	191	650	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:	75	139	47	66	142	62	20	109	53	191	650	118								
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	1								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119								
Saturation Flow Module:																				
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.29	0.53	0.18	0.25	0.52	0.23	1.00	1.35	0.65	1.00	1.69	0.31								
Final Sat.:	496	919	311	436	897	392	1725	2321	1129	1725	2916	534								
Capacity Analysis Module:																				
Vol/Sat:	0.15	0.15	0.15	0.16	0.16	0.16	0.01	0.05	0.05	0.11	0.22	0.22								
Crit Moves:					****			****				****								

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #9 Crossman Ave / Java Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	10	37	63	108	57	134	24	235	1235	428
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	10	37	63	108	57	137	24	235	1236	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	10	37	63	108	57	137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	10	37	63	108	57	137	24	235	1236	428
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.04	0.07	0.03	0.04	0.01	0.14	0.37	0.26
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #10 Fair Oaks Ave / TasmanDr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	207	1373	263	28	136	24	73	30	34	217	77	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:	207	1373	263	28	136	24	73	30	34	217	77	176
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1374	263	28	139	24	73	30	34	217	77	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:	207	1374	263	28	139	24	73	30	34	217	77	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1374	263	28	139	24	73	30	34	217	77	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1374	263	31	139	24	73	30	34	217	77	176
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1650	3300	1650	3300	2814	486	1650	773	877	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.16	0.01	0.05	0.05	0.04	0.04	0.04	0.13	0.05	0.11
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #11 Carribean Dr / Moffett Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
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
Lanes:	1	0 3	1 0	1	0 3	0 1	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3	54	1
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	2229	53	3	204	8	14	7	86	3	54	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	2229	53	3	204	8	14	7	86	3	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	2229	53	3	204	8	14	7	86	3	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	2229	53	3	204	8	14	7	86	3	54	1
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	0.26	0.74	1.00	0.05	0.95	1.00
Final Sat.:	1650	6447	153	1650	4950	1650	432	1218	1650	87	1563	1650
Capacity Analysis Module:												
Vol/Sat:	0.38	0.35	0.35	0.00	0.04	0.00	0.03	0.01	0.05	0.03	0.03	0.00
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #12 Lawrence Expy / Tasman Dr

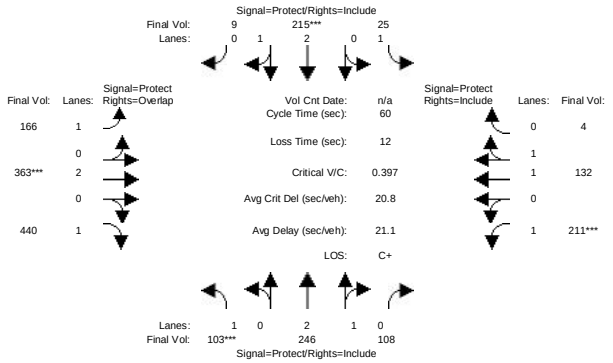
Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	1377	358	24	510	209	149	273	73	142	147	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:	81	1377	358	24	510	209	149	273	73	142	147	189
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1378	358	24	513	209	149	273	73	142	147	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:	81	1378	358	24	513	209	149	273	73	142	147	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1378	358	24	513	209	149	273	73	142	147	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1378	358	26	513	209	149	273	73	142	147	189
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	3300	4950	1650	3300	4950	1650	1650	2604	696	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.22	0.01	0.10	0.13	0.09	0.10	0.10	0.09	0.09	0.11
Crit Moves:		****			****			****				****

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



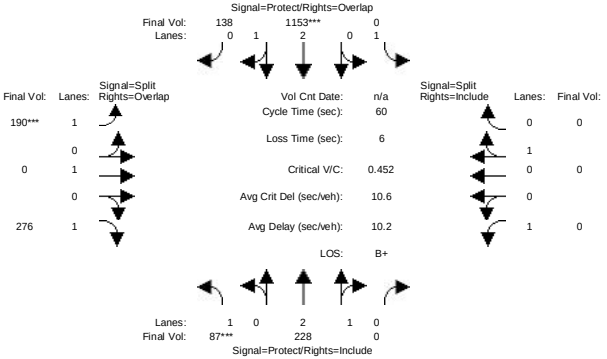
Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	103	217	108	25	194	9	166	363	440	211	132	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	217	108	25	194	9	166	363	440	211	132	4
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	246	108	25	215	9	166	363	440	211	132	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	246	108	25	215	9	166	363	440	211	132	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	246	108	25	215	9	166	363	440	211	132	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	246	108	25	215	9	166	363	440	211	132	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	2.08	0.92	1.00	2.88	0.12	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1805	3439	1510	1805	4949	207	1805	3610	1615	1805	3490	106
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.01	0.04	0.04	0.09	0.10	0.27	0.12	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.18	0.18	0.12	0.17	0.17	0.21	0.23	0.36	0.27	0.30	0.30
Volume/Cap:	0.43	0.41	0.41	0.11	0.26	0.26	0.45	0.43	0.75	0.43	0.13	0.13
Delay/Veh:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	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:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	15.5	15.5
LOS by Move:	C	C+	C+	C	C+	C+	C+	C+	C+	B-	B	B
HCM2kAvgQ:	2	2	2	0	2	2	3	3	9	3	1	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #2: Mathilda Ave / 5th Ave



Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	199	0	0	1132	138	190	0	276	0	0	0
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	228	0	0	1153	138	190	0	276	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	1.00	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.68	0.32	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	5187	0	1900	4558	546	1805	1900	1615	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.00	0.25	0.25	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.12	0.67	0.00	0.00	0.55	0.78	0.23	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.41	0.07	0.00	0.00	0.46	0.32	0.46	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C+	A	B	A	A	A
HCM2kAvgQ:	1	1	0	0	5	3	4	0	5	0	0	0

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

City of Sunnyvale
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Level Of Service Computation Report
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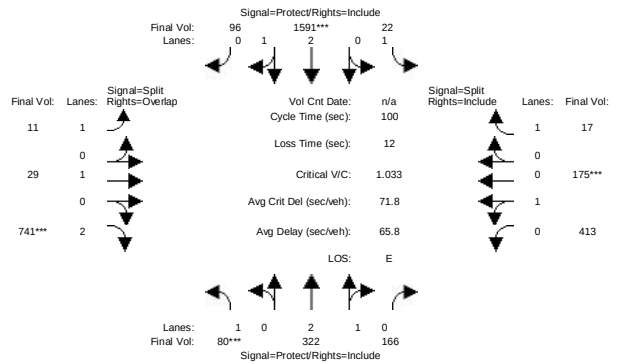
EIR Baseline + Current AM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	293	166	22	1570	96	11	29	741	413	175	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	293	166	22	1570	96	11	29	741	413	175	17
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	322	166	22	1591	96	11	29	741	413	175	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	322	166	22	1591	96	11	29	741	413	175	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	322	166	22	1591	96	11	29	741	413	175	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	322	166	22	1591	96	11	29	741	413	175	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.90	0.90	0.95	1.00	0.75	0.97	0.97	0.85
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	2.00	0.70	0.30	1.00
Final Sat.:	1805	3282	1641	1805	4848	293	1805	1900	2842	1289	546	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.01	0.33	0.33	0.01	0.02	0.26	0.32	0.32	0.01
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.18	0.18	0.25	0.31	0.31	0.31
Volume/Cap:	0.63	0.43	0.44	0.08	1.04	1.04	0.03	0.08	1.03	1.04	1.04	0.03
Delay/Veh:	55.3	33.3	33.4	36.0	66.4	66.4	33.5	33.9	77.6	82.0	82.0	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:	55.3	33.3	33.4	36.0	66.4	66.4	33.5	33.9	77.6	82.0	82.0	24.1
LOS by Move:	E+	C-	C-	D+	E	E	C-	C-	E-	F	F	C
HCM2kAvgQ:	3	5	5	1	25	25	0	1	20	26	26	0

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

City of Sunnyvale
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Level Of Service Computation Report
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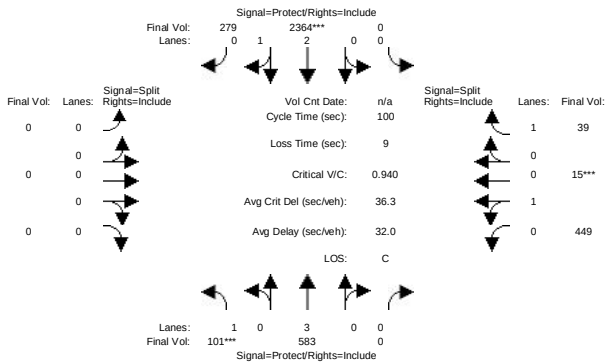
EIR Baseline + Current AM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	101	554	0	0	2358	264	0	0	0	449	15	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	554	0	0	2358	264	0	0	0	449	15	39
Added Vol:	0	29	0	0	6	15	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	583	0	0	2364	279	0	0	0	449	15	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	583	0	0	2364	279	0	0	0	449	15	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	583	0	0	2364	279	0	0	0	449	15	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	583	0	0	2364	279	0	0	0	449	15	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.87	0.87	0.85
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	0.97	0.03	1.00
Final Sat.:	1805	5187	0	0	4565	539	0	0	0	1592	53	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.28	0.28	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.61	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.80	0.18	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.95	0.95	0.08
Delay/Veh:	74.9	8.4	0.0	0.0	30.1	30.1	0.0	0.0	0.0	63.5	63.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	8.4	0.0	0.0	30.1	30.1	0.0	0.0	0.0	63.5	63.5	25.5
LOS by Move:	E	A	A	A	C	C	A	A	A	E	E	C
HCM2kAvgQ:	3	3	0	0	27	27	0	0	0	19	19	1

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

City of Sunnyvale
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Level Of Service Computation Report
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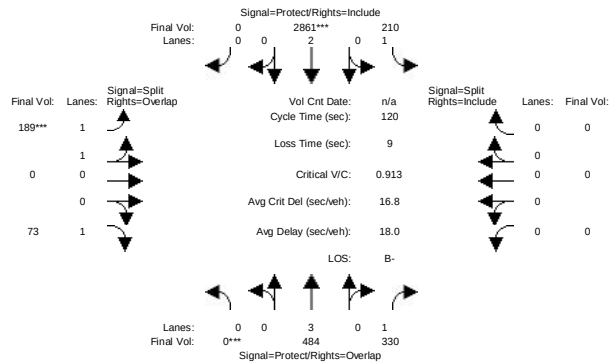
Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	476	330	210	2855	0	168	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	330	210	2855	0	168	0	73	0	0	0
Added Vol:	0	8	0	0	6	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	484	330	210	2861	0	189	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	330	210	2861	0	189	0	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	484	330	210	2861	0	189	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.20	0.12	0.79	0.00	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.54	0.54	0.31	0.84	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.38	0.38	0.94	0.00	0.63	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	16.5	33.2	14.1	0.0	57.3	0.0	57.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	16.5	33.2	14.1	0.0	57.3	0.0	57.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C-	B	A	E+	A	E+	A	A	A
HCM2kAvgQ:	0	3	7	6	41	0	4	0	3	0	0	0

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

City of Sunnyvale
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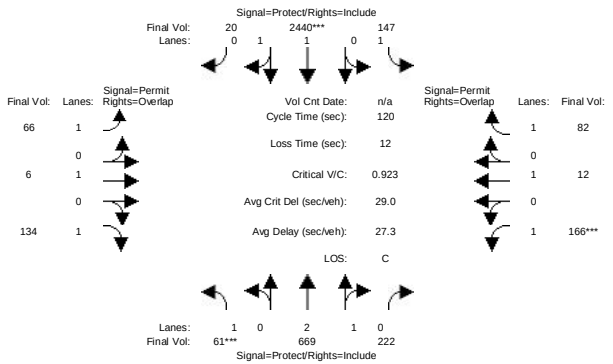
Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	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:	61	661	222	147	2434	20	66	6	134	166	12	82
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.95	0.95	0.76	1.00	0.85	0.76	1.00	0.85
Lanes:	1.00	2.25	0.75	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3751	1245	1805	3577	29	1442	1900	1615	1452	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.08	0.68	0.68	0.05	0.00	0.08	0.11	0.01	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.06	0.53	0.53	0.24	0.72	0.72	0.12	0.12	0.18	0.12	0.12	0.37
Volume/Cap:	0.58	0.33	0.33	0.33	0.95	0.95	0.38	0.03	0.46	0.95	0.05	0.14
Delay/Veh:	62.9	15.9	15.9	37.8	23.0	23.0	50.0	46.6	45.3	104.6	46.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	15.9	15.9	37.8	23.0	23.0	50.0	46.6	45.3	104.6	46.8	25.6
LOS by Move:	E	B	B	D+	C	C	D	D	D	F	D	C
HCM2kAvgQ:	3	7	7	4	41	41	3	0	5	9	0	2

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

City of Sunnyvale
Sunnyvale SMaRT Station
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Level Of Service Computation Report
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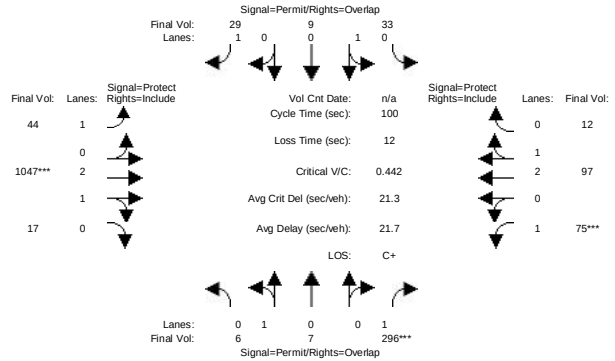
EIR Baseline + Current AM

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	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:	6	1	296	28	4	8	15	1047	17	75	97	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	296	28	4	8	15	1047	17	75	97	6
Added Vol:	0	6	0	5	5	21	29	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	7	296	33	9	29	44	1047	17	75	97	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	7	296	33	9	29	44	1047	17	75	97	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	7	296	33	9	29	44	1047	17	75	97	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	7	296	33	9	29	44	1047	17	75	97	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.85	0.83	0.83	0.85	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	0.46	0.54	1.00	0.79	0.21	1.00	1.00	2.95	0.05	1.00	2.67	0.33
Final Sat.:	826	964	1615	1241	338	1615	1805	5094	83	1805	4542	562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.18	0.03	0.03	0.02	0.02	0.21	0.21	0.04	0.02	0.02
Crit Moves:			****					****		****		
Green/Cycle:	0.26	0.26	0.35	0.26	0.26	0.49	0.23	0.47	0.47	0.09	0.33	0.33
Volume/Cap:	0.03	0.03	0.52	0.10	0.10	0.04	0.11	0.44	0.44	0.44	0.06	0.06
Delay/Veh:	27.9	27.9	26.7	28.5	28.5	13.4	30.5	18.1	18.1	44.7	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	26.7	28.5	28.5	13.4	30.5	18.1	18.1	44.7	23.0	23.0
LOS by Move:	C	C	C	C	C	B	C	B-	B-	D	C	C
HCM2kAvgQ:	0	0	7	1	1	0	1	8	8	3	1	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
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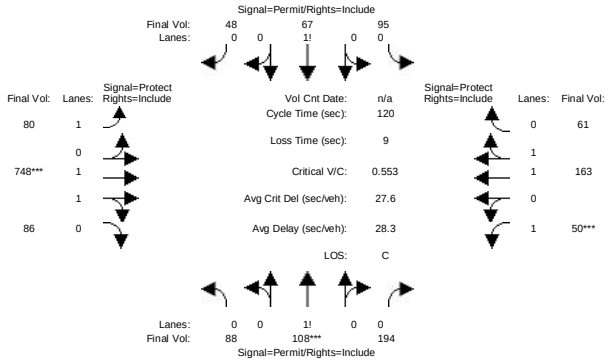
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	108	194	90	67	48	80	748	86	50	163	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	55
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.66	0.66	0.66	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	0.22	0.28	0.50	0.45	0.32	0.23	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	353	433	779	565	398	285	1805	3189	367	1805	2519	943
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.17	0.17	0.17	0.04	0.23	0.23	0.03	0.06	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.20	0.42	0.42	0.06	0.28	0.28
Volume/Cap:	0.56	0.56	0.56	0.38	0.38	0.38	0.22	0.56	0.56	0.47	0.23	0.23
Delay/Veh:	25.5	25.5	25.5	22.5	22.5	22.5	40.8	26.8	26.8	58.1	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	22.5	22.5	22.5	40.8	26.8	26.8	58.1	33.2	33.2
LOS by Move:	C	C	C	C+	C+	C+	D	C	C	E+	C-	C-
HCM2kAvgQ:	11	11	11	5	5	5	2	12	12	2	3	3

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

City of Sunnyvale
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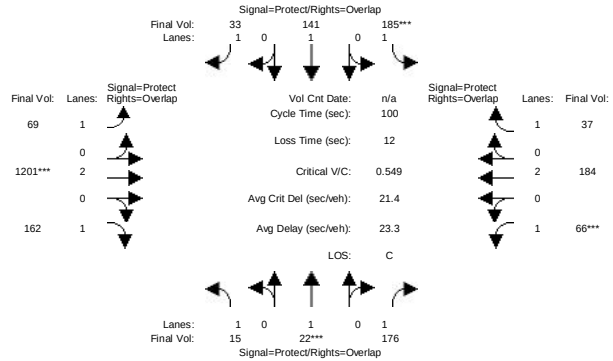
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	22	176	185	141	33	69	1196	162	66	178	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	22	176	185	141	33	69	1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	22	176	185	141	33	69	1201	162	66	184	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	22	176	185	141	33	69	1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33	69	1201	162	66	184	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	176	185	141	33	69	1201	162	66	184	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.11	0.10	0.07	0.02	0.04	0.33	0.10	0.04	0.05	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.10	0.17	0.17	0.16	0.41	0.25	0.54	0.65	0.07	0.36	0.53
Volume/Cap:	0.08	0.12	0.64	0.61	0.47	0.05	0.15	0.61	0.15	0.52	0.14	0.04
Delay/Veh:	40.1	41.2	43.7	42.3	39.5	17.8	29.2	16.2	6.8	48.8	21.6	11.4
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:	40.1	41.2	43.7	42.3	39.5	17.8	29.2	16.2	6.8	48.8	21.6	11.4
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C+	B+
HCM2kAvgQ:	0	1	6	6	4	1	2	13	2	2	2	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
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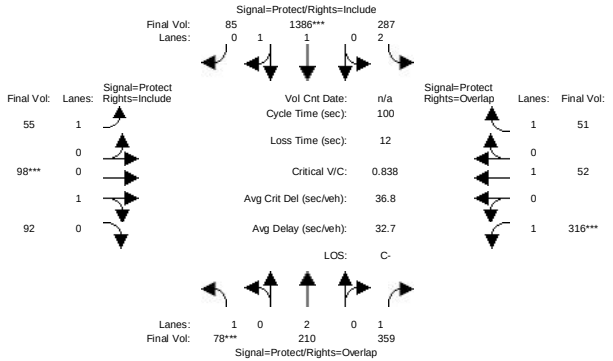
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	204	359	287	1381	85	55	98	92	316	52	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:	78	204	359	287	1381	85	55	98	92	316	52	51
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	210	359	287	1386	85	55	98	92	316	52	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:	78	210	359	287	1386	85	55	98	92	316	52	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	210	359	287	1386	85	55	98	92	316	52	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:	78	210	359	287	1386	85	55	98	92	316	52	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.93	0.93	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	3371	207	1805	908	853	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.22	0.08	0.41	0.41	0.03	0.11	0.11	0.18	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.30	0.51	0.25	0.48	0.48	0.14	0.13	0.13	0.20	0.19	0.44
Volume/Cap:	0.62	0.19	0.44	0.33	0.86	0.86	0.22	0.86	0.86	0.86	0.14	0.07
Delay/Veh:	54.1	25.9	16.0	31.1	27.5	27.5	39.0	69.4	69.4	56.1	33.6	16.1
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:	54.1	25.9	16.0	31.1	27.5	27.5	39.0	69.4	69.4	56.1	33.6	16.1
LOS by Move:	D-	C	B	C	C	C	D+	E	E	E+	C-	B
HCM2kAvgQ:	3	3	7	4	22	22	2	8	8	10	1	1

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

City of Sunnyvale
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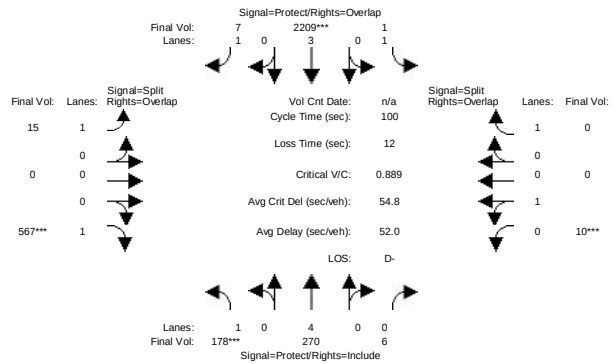
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	264	6	1	2204	7	15	0	567	10	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	264	6	1	2204	7	15	0	567	10	0	0
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	270	6	1	2209	7	15	0	567	10	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	270	6	1	2209	7	15	0	567	10	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	270	6	1	2209	7	15	0	567	10	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	270	6	1	2209	7	15	0	567	10	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1805	6745	150	1805	5187	1615	1805	0	1615	1809	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.00	0.43	0.00	0.01	0.00	0.35	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.31	0.31	0.22	0.43	0.68	0.25	0.00	0.35	0.10	0.00	0.00
Volume/Cap:	1.00	0.13	0.13	0.00	1.00	0.01	0.03	0.00	1.00	0.06	0.00	0.00
Delay/Veh:	111.1	24.8	24.8	30.7	46.7	5.1	28.1	0.0	69.0	40.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.1	24.8	24.8	30.7	46.7	5.1	28.1	0.0	69.0	40.9	0.0	0.0
LOS by Move:	F	C	C	C	D	A	C	A	E	D	A	A
HCM2kAvgQ:	10	2	2	0	32	0	0	0	24	0	0	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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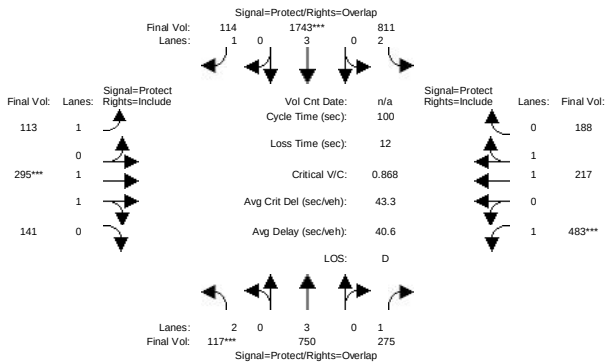
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current AM

Intersection #12: Lawrence Expy / Tasman Dr



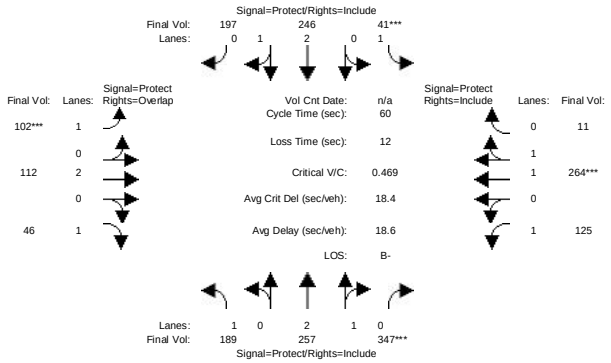
Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	744	275	811	1738	114	113	295	141	483	217	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:	117	744	275	811	1738	114	113	295	141	483	217	188
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	750	275	811	1743	114	113	295	141	483	217	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:	117	750	275	811	1743	114	113	295	141	483	217	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	750	275	811	1743	114	113	295	141	483	217	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:	117	750	275	811	1743	114	113	295	141	483	217	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.35	0.65	1.00	1.07	0.93
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2325	1111	1805	1799	1558
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.17	0.23	0.34	0.07	0.06	0.13	0.13	0.27	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.17	0.47	0.27	0.37	0.53	0.16	0.14	0.14	0.30	0.28	0.28
Volume/Cap:	0.48	0.85	0.36	0.85	0.90	0.13	0.39	0.90	0.90	0.90	0.44	0.44
Delay/Veh:	46.2	48.1	17.4	41.8	36.0	11.8	38.5	62.2	62.2	52.1	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:	46.2	48.1	17.4	41.8	36.0	11.8	38.5	62.2	62.2	52.1	30.1	30.1
LOS by Move:	D	D	B	D	D+	B+	D+	E	E	D-	C	C
HCM2kAvgQ:	2	11	5	15	22	2	3	7	7	18	6	6

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



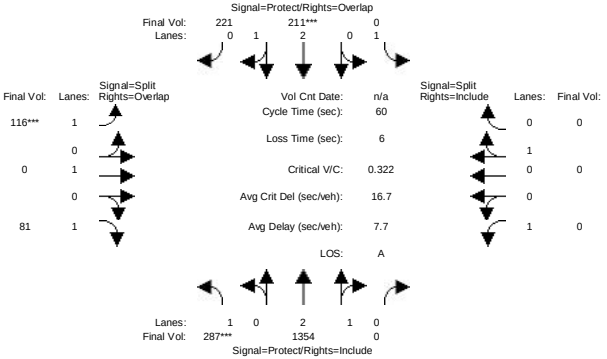
Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	189	251	347	41	232	197	102	112	46	125	264	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	251	347	41	232	197	102	112	46	125	264	11
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	257	347	41	246	197	102	112	46	125	264	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	257	347	41	246	197	102	112	46	125	264	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	257	347	41	246	197	102	112	46	125	264	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	257	347	41	246	197	102	112	46	125	264	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.95	0.85	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1805	3161	1580	1805	3226	1613	1805	3610	1615	1805	3445	144
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.22	0.02	0.08	0.12	0.06	0.03	0.03	0.07	0.08	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.21	0.40	0.40	0.12	0.30	0.30	0.12	0.17	0.38	0.12	0.17	0.17
Volume/Cap:	0.49	0.20	0.55	0.19	0.25	0.40	0.48	0.19	0.08	0.59	0.46	0.46
Delay/Veh:	21.8	11.8	14.4	24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	11.8	14.4	24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
LOS by Move:	C+	B+	B	C	B	B	C	C+	B+	C	C	C
HCM2kAvgQ:	3	2	5	1	2	4	2	1	1	2	2	2

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #2: Mathilda Ave / 5th Ave



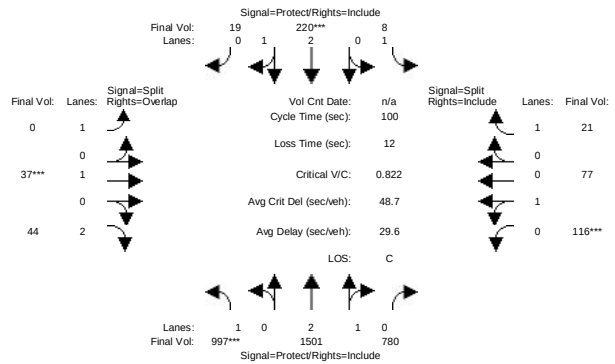
Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	287	1348	0	0	197	221	116	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	0
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1354	0	0	211	221	116	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1354	0	0	211	221	116	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1354	0	0	211	221	116	0	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1354	0	0	211	221	116	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	1.00	0.84	0.84	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	5187	0	1900	3192	1596	1805	1900	1615	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.07	0.14	0.06	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.49	0.70	0.00	0.00	0.21	0.41	0.20	0.00	0.69	0.00	0.00	0.00
Volume/Cap:	0.32	0.37	0.00	0.00	0.32	0.34	0.32	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	9.3	3.7	0.0	0.0	20.4	12.5	21.0	0.0	3.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	3.7	0.0	0.0	20.4	12.5	21.0	0.0	3.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C+	B	C+	A	A	A	A	A
HCM2kAvgQ:	3	4	0	0	2	3	2	0	1	0	0	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #3: Mathilda Ave / Moffett Park Dr



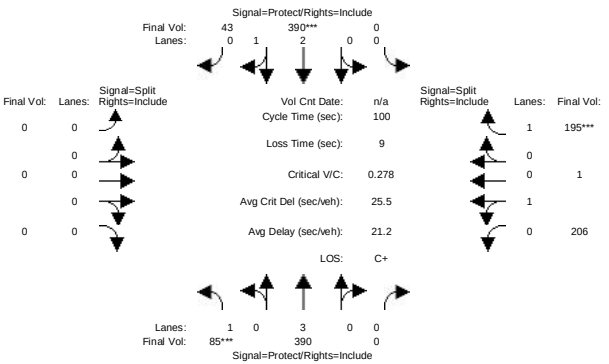
Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	997	1495	780	8	206	19	0	37	44	116	77	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:	997	1495	780	8	206	19	0	37	44	116	77	21
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	997	1501	780	8	220	19	0	37	44	116	77	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:	997	1501	780	8	220	19	0	37	44	116	77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	1501	780	8	220	19	0	37	44	116	77	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:	997	1501	780	8	220	19	0	37	44	116	77	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.90	0.90	1.00	1.00	0.75	0.97	0.97	0.85
Lanes:	1.00	2.00	1.00	1.00	2.76	0.24	1.00	1.00	2.00	0.60	0.40	1.00
Final Sat.:	1805	3282	1641	1805	4717	407	1900	1900	2842	1109	736	1615
Capacity Analysis Module:												
Vol/Sat:	0.55	0.46	0.48	0.00	0.05	0.05	0.00	0.02	0.02	0.10	0.10	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.57	0.59	0.59	0.09	0.10	0.10	0.00	0.10	0.67	0.11	0.11	0.11
Volume/Cap:	0.97	0.78	0.81	0.05	0.47	0.47	0.00	0.19	0.02	0.97	0.97	0.12
Delay/Veh:	40.7	17.3	18.3	42.1	43.2	43.2	0.0	41.8	5.5	98.1	98.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	17.3	18.3	42.1	43.2	43.2	0.0	41.8	5.5	98.1	98.1	40.6
LOS by Move:	D	B	B-	D	D	D	A	D	A	F	F	D
HCM2kAvgQ:	34	20	22	0	3	3	0	1	0	10	10	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



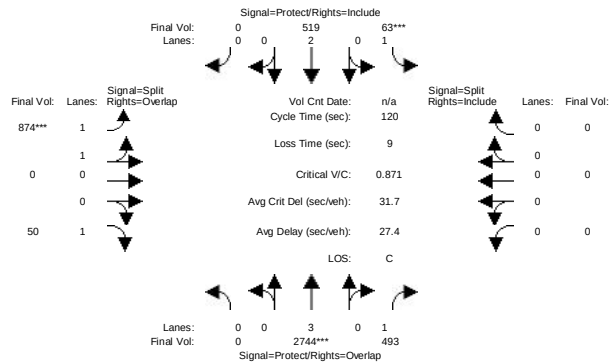
Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	384	0	0	386	33	0	0	0	206	1	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:	85	384	0	0	386	33	0	0	0	206	1	195
Added Vol:	0	6	0	0	4	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	390	0	0	390	43	0	0	0	206	1	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	0	0	390	43	0	0	0	206	1	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	390	0	0	390	43	0	0	0	206	1	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:	85	390	0	0	390	43	0	0	0	206	1	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	3.00	0.00	0.00	2.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	5187	0	0	4602	507	0	0	0	1745	8	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.47	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.28	0.16	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.27	0.27	0.28
Delay/Veh:	36.7	14.9	0.0	0.0	26.5	26.5	0.0	0.0	0.0	18.3	18.3	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	14.9	0.0	0.0	26.5	26.5	0.0	0.0	0.0	18.3	18.3	18.4
LOS by Move:	D+	B	A	A	C	C	A	A	A	B-	B-	B-
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	4	4	4

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



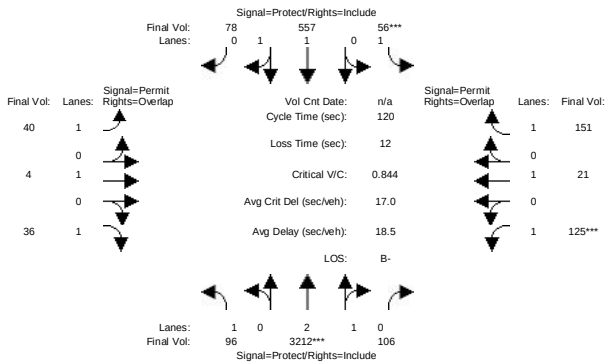
Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2742	493	63	515	0	870	0	50	0	0	0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2744	493	63	519	0	874	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2744	493	63	519	0	874	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.31	0.03	0.14	0.00	0.24	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.59	0.59	0.06	0.65	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.89	0.51	0.60	0.22	0.00	0.89	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	24.5	14.6	64.3	8.5	0.0	52.0	0.0	33.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	14.6	64.3	8.5	0.0	52.0	0.0	33.0	0.0	0.0	0.0
LOS by Move:	A	C	B	E	A	A	D-	A	C-	A	A	A
HCM2kAvgQ:	0	31	10	2	4	0	19	0	1	0	0	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	3210	106	56	553	78	40	4	36	125	21	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	3210	106	56	553	78	40	4	36	125	21	151
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	3212	106	56	557	78	40	4	36	125	21	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	3212	106	56	557	78	40	4	36	125	21	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	3212	106	56	557	78	40	4	36	125	21	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	3212	106	56	557	78	40	4	36	125	21	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.75	1.00	0.85	0.77	1.00	0.85
Lanes:	1.00	2.90	0.10	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4996	165	1805	3110	435	1427	1900	1615	1455	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.64	0.64	0.03	0.18	0.18	0.03	0.00	0.02	0.09	0.01	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.74	0.74	0.06	0.60	0.60	0.10	0.10	0.30	0.10	0.10	0.16
Volume/Cap:	0.27	0.87	0.87	0.53	0.30	0.30	0.28	0.02	0.08	0.87	0.11	0.59
Delay/Veh:	41.3	13.4	13.4	60.0	11.5	11.5	51.2	48.8	30.5	91.8	49.5	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	13.4	13.4	60.0	11.5	11.5	51.2	48.8	30.5	91.8	49.5	50.7
LOS by Move:	D	B	B	E	B+	B+	D-	D	C	F	D	D
HCM2kAvgQ:	3	34	34	2	6	6	2	0	1	7	1	6

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

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Level Of Service Computation Report
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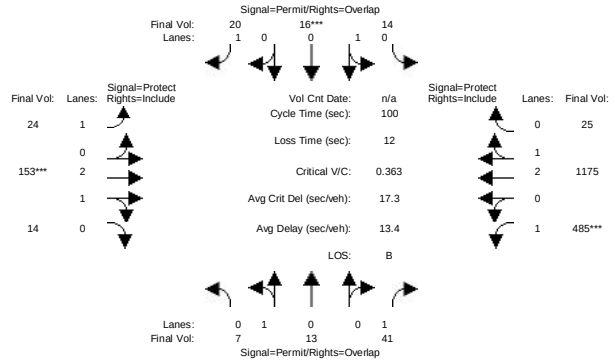
EIR Baseline + Current PM

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	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:	7	12	41	11	13	6	18	153	14	485	1175	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:	7	12	41	11	13	6	18	153	14	485	1175	24
Added Vol:	0	1	0	3	3	14	6	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	13	41	14	16	20	24	153	14	485	1175	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	13	41	14	16	20	24	153	14	485	1175	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	13	41	14	16	20	24	153	14	485	1175	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	13	41	14	16	20	24	153	14	485	1175	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.85	0.87	0.87	0.85	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	0.35	0.65	1.00	0.47	0.53	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	608	1129	1615	773	884	1615	1805	4690	429	1805	5064	108
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.02	0.02	0.01	0.01	0.03	0.03	0.27	0.23	0.23
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.10	0.78	0.10	0.10	0.28	0.18	0.10	0.10	0.68	0.60	0.60
Volume/Cap:	0.12	0.12	0.03	0.18	0.18	0.04	0.07	0.33	0.33	0.40	0.39	0.39
Delay/Veh:	41.3	41.3	2.5	41.8	41.8	26.2	34.1	42.2	42.2	7.2	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:	41.3	41.3	2.5	41.8	41.8	26.2	34.1	42.2	42.2	7.2	10.5	10.5
LOS by Move:	D	D	A	D	D	C	C-	D	D	A	B+	B+
HCM2kAvgQ:	1	1	0	1	1	0	1	2	2	7	7	7

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

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Level Of Service Computation Report
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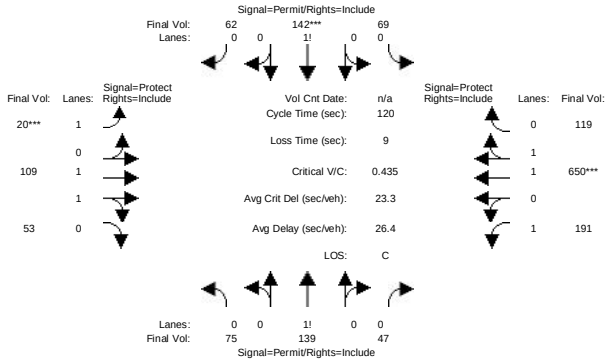
EIR Baseline + Current PM

Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	139	47	66	142	62	20	109	53	191	650	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:	75	139	47	66	142	62	20	109	53	191	650	118
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.83	0.83	0.83	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	0.29	0.53	0.18	0.25	0.52	0.23	1.00	1.35	0.65	1.00	1.69	0.31
Final Sat.:	438	812	274	397	818	357	1805	2310	1123	1805	2981	546
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.17	0.17	0.17	0.01	0.05	0.05	0.11	0.22	0.22
Crit Moves:					****			****			****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.06	0.24	0.24	0.30	0.48	0.48
Volume/Cap:	0.45	0.45	0.45	0.45	0.45	0.45	0.19	0.20	0.20	0.35	0.45	0.45
Delay/Veh:	28.0	28.0	28.0	28.1	28.1	28.1	54.7	36.7	36.7	33.0	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	28.0	28.1	28.1	28.1	54.7	36.7	36.7	33.0	20.7	20.7
LOS by Move:	C	C	C	C	C	C	D-	D+	D+	C-	C+	C+
HCM2kAvgQ:	7	7	7	7	7	7	1	2	2	5	9	9

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

City of Sunnyvale
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Level Of Service Computation Report
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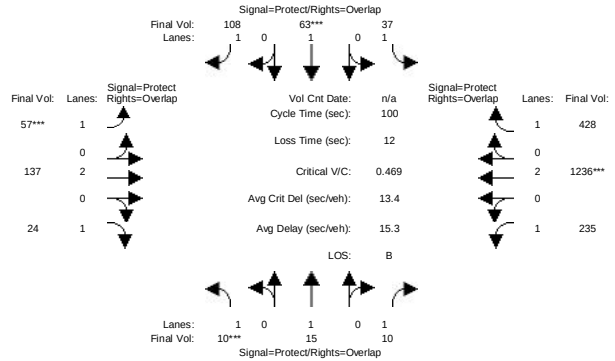
EIR Baseline + Current PM

Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	10	37	63	108	57	134	24	235	1235	428
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	10	37	63	108	57	137	24	235	1236	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	10	37	63	108	57	137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	10	37	63	108	57	137	24	235	1236	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.03	0.07	0.03	0.04	0.01	0.13	0.34	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.10	0.50	0.07	0.10	0.17	0.07	0.31	0.38	0.40	0.64	0.71
Volume/Cap:	0.08	0.08	0.01	0.29	0.33	0.39	0.45	0.12	0.04	0.32	0.53	0.37
Delay/Veh:	43.8	41.0	12.5	45.4	42.9	37.8	47.2	24.9	19.6	20.8	10.1	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	41.0	12.5	45.4	42.9	37.8	47.2	24.9	19.6	20.8	10.1	5.9
LOS by Move:	D	D	B	D	D	D+	D	C	B-	C+	B+	A
HCM2kAvgQ:	0	0	0	1	2	3	2	2	0	5	11	5

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

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Level Of Service Computation Report
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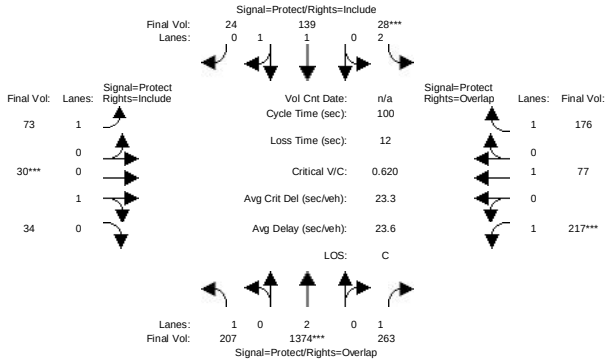
EIR Baseline + Current PM

Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	207	1373	263	28	136	24	73	30	34	217	77	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:	207	1373	263	28	136	24	73	30	34	217	77	176
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1374	263	28	139	24	73	30	34	217	77	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:	207	1374	263	28	139	24	73	30	34	217	77	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1374	263	28	139	24	73	30	34	217	77	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:	207	1374	263	28	139	24	73	30	34	217	77	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	3011	520	1805	819	929	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.16	0.01	0.05	0.05	0.04	0.04	0.04	0.12	0.04	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.54	0.71	0.07	0.28	0.28	0.11	0.10	0.10	0.17	0.16	0.23
Volume/Cap:	0.35	0.71	0.23	0.11	0.16	0.16	0.37	0.37	0.37	0.71	0.25	0.47
Delay/Veh:	26.1	18.3	5.1	43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	18.3	5.1	43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.3
LOS by Move:	C	B-	A	D	C	C	D	D	D	D	D+	C-
HCM2kAvgQ:	5	17	3	0	2	2	2	2	2	6	2	5

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

City of Sunnyvale
Sunnyvale SMaRT Station
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Level Of Service Computation Report
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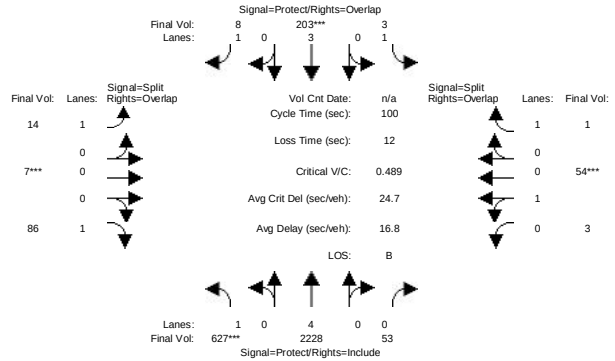
EIR Baseline + Current PM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3	54	1
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	2228	53	3	203	8	14	7	86	3	54	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	2228	53	3	203	8	14	7	86	3	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	2228	53	3	203	8	14	7	86	3	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	2228	53	3	203	8	14	7	86	3	54	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.83	0.83	0.83	1.00	1.00	0.85
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	0.67	0.33	1.00	0.05	0.95	1.00
Final Sat.:	1805	6735	160	1805	5187	1615	1050	525	1575	100	1795	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.33	0.33	0.00	0.04	0.00	0.01	0.01	0.05	0.03	0.03	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.58	0.56	0.56	0.12	0.10	0.20	0.10	0.10	0.68	0.10	0.10	0.22
Volume/Cap:	0.60	0.59	0.59	0.01	0.39	0.02	0.13	0.13	0.08	0.30	0.30	0.00
Delay/Veh:	14.5	14.6	14.6	38.9	42.6	32.2	41.1	41.1	5.4	42.7	42.7	30.5
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:	14.5	14.6	14.6	38.9	42.6	32.2	41.1	41.1	5.4	42.7	42.7	30.5
LOS by Move:	B	B	B	D+	D	C-	D	D	A	D	D	C
HCM2kAvgQ:	13	13	13	0	3	0	1	1	1	2	2	0

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

City of Sunnyvale
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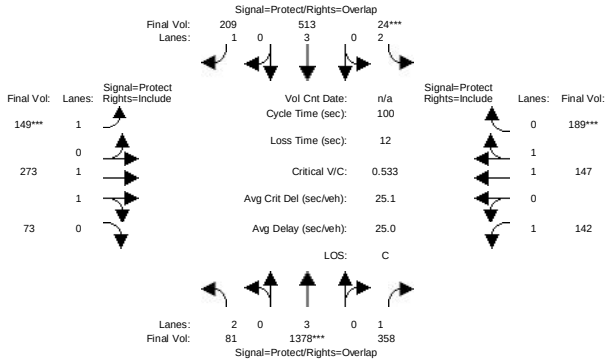
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current PM

Intersection #12: Lawrence Expy / Tasman Dr



Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	1377	358	24	510	209	149	273	73	142	147	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:	81	1377	358	24	510	209	149	273	73	142	147	189
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1378	358	24	513	209	149	273	73	142	147	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:	81	1378	358	24	513	209	149	273	73	142	147	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1378	358	24	513	209	149	273	73	142	147	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:	81	1378	358	24	513	209	149	273	73	142	147	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.95	0.87	0.87
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2757	737	1805	1653	1653
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.22	0.01	0.10	0.13	0.08	0.10	0.10	0.08	0.09	0.11
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.47	0.62	0.07	0.31	0.46	0.14	0.19	0.19	0.15	0.20	0.20
Volume/Cap:	0.10	0.57	0.36	0.10	0.31	0.28	0.57	0.51	0.51	0.52	0.44	0.57
Delay/Veh:	31.2	19.8	9.6	43.7	26.2	17.0	42.9	36.8	36.8	40.8	35.5	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:	31.2	19.8	9.6	43.7	26.2	17.0	42.9	36.8	36.8	40.8	35.5	37.5
LOS by Move:	C	B-	A	D	C	B	D	D+	D+	D	D+	D+
HCM2kAvgQ:	1	12	5	0	4	4	4	5	5	5	5	6

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

City of Sunnyvale
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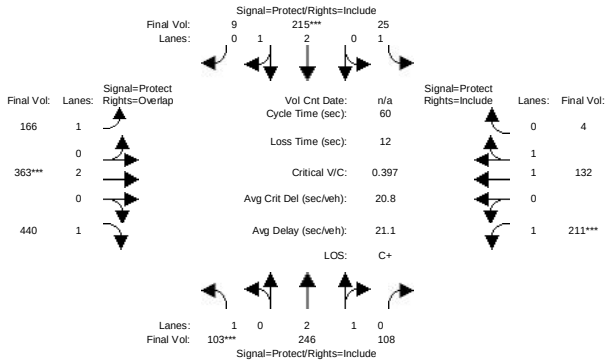
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	103	217	108	25	194	9	166	363	440	211	132	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	217	108	25	194	9	166	363	440	211	132	4
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	246	108	25	215	9	166	363	440	211	132	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	246	108	25	215	9	166	363	440	211	132	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	246	108	25	215	9	166	363	440	211	132	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	246	108	25	215	9	166	363	440	211	132	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	2.08	0.92	1.00	2.88	0.12	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1805	3439	1510	1805	4949	207	1805	3610	1615	1805	3490	106
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.01	0.04	0.04	0.09	0.10	0.27	0.12	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.18	0.18	0.12	0.17	0.17	0.21	0.23	0.36	0.27	0.30	0.30
Volume/Cap:	0.43	0.41	0.41	0.11	0.26	0.26	0.45	0.43	0.75	0.43	0.13	0.13
Delay/Veh:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	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:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	15.5	15.5
LOS by Move:	C	C+	C+	C	C+	C+	C+	C+	C+	B-	B	B
HCM2kAvgQ:	2	2	2	0	2	2	3	3	9	3	1	1

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

City of Sunnyvale
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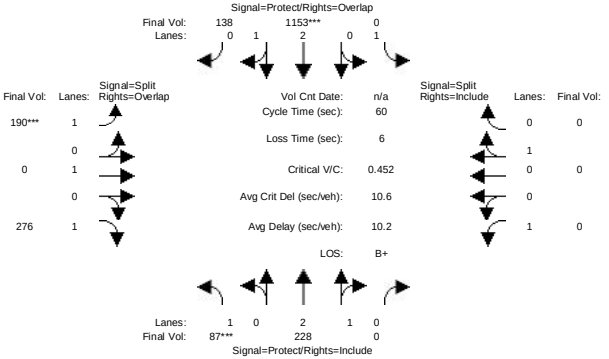
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #2: Mathilda Ave / 5th Ave



Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	199	0	0	1132	138	190	0	276	0	0	0
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	228	0	0	1153	138	190	0	276	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	1.00	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.68	0.32	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	5187	0	1900	4558	546	1805	1900	1615	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.00	0.25	0.25	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.12	0.67	0.00	0.00	0.55	0.78	0.23	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.41	0.07	0.00	0.00	0.46	0.32	0.46	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C+	A	B	A	A	A
HCM2kAvgQ:	1	1	0	0	5	3	4	0	5	0	0	0

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

City of Sunnyvale
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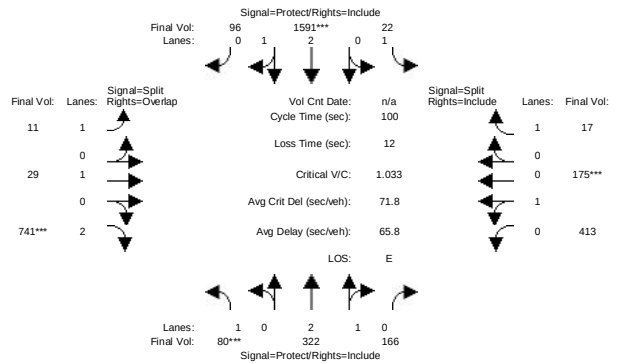
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	293	166	22	1570	96	11	29	741	413	175	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	293	166	22	1570	96	11	29	741	413	175	17
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	322	166	22	1591	96	11	29	741	413	175	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	322	166	22	1591	96	11	29	741	413	175	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	322	166	22	1591	96	11	29	741	413	175	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	322	166	22	1591	96	11	29	741	413	175	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.90	0.90	0.95	1.00	0.75	0.97	0.97	0.85
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	2.00	0.70	0.30	1.00
Final Sat.:	1805	3282	1641	1805	4848	293	1805	1900	2842	1289	546	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.01	0.33	0.33	0.01	0.02	0.26	0.32	0.32	0.01
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.18	0.18	0.25	0.31	0.31	0.31
Volume/Cap:	0.63	0.43	0.44	0.08	1.04	1.04	0.03	0.08	1.03	1.04	1.04	0.03
Delay/Veh:	55.3	33.3	33.4	36.0	66.4	66.4	33.5	33.9	77.6	82.0	82.0	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:	55.3	33.3	33.4	36.0	66.4	66.4	33.5	33.9	77.6	82.0	82.0	24.1
LOS by Move:	E+	C-	C-	D+	E	E	C-	C-	E-	F	F	C
HCM2kAvgQ:	3	5	5	1	25	25	0	1	20	26	26	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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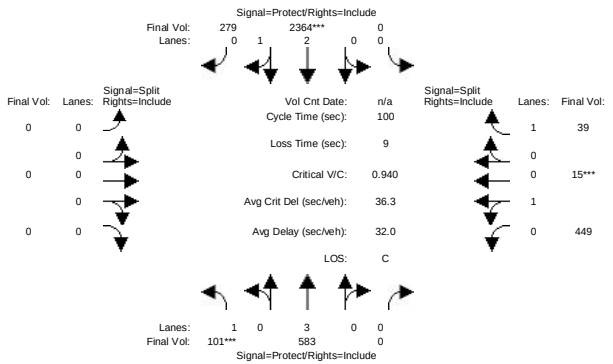
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	101	554	0	0	2358	264	0	0	0	449	15	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	554	0	0	2358	264	0	0	0	449	15	39
Added Vol:	0	29	0	0	6	15	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	583	0	0	2364	279	0	0	0	449	15	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	583	0	0	2364	279	0	0	0	449	15	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	583	0	0	2364	279	0	0	0	449	15	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	583	0	0	2364	279	0	0	0	449	15	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.87	0.87	0.85
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	0.97	0.03	1.00
Final Sat.:	1805	5187	0	0	4565	539	0	0	0	1592	53	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.28	0.28	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.61	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.80	0.18	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.95	0.95	0.08
Delay/Veh:	74.9	8.4	0.0	0.0	30.1	30.1	0.0	0.0	0.0	63.5	63.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	8.4	0.0	0.0	30.1	30.1	0.0	0.0	0.0	63.5	63.5	25.5
LOS by Move:	E	A	A	A	C	C	A	A	A	E	E	C
HCM2kAvgQ:	3	3	0	0	27	27	0	0	0	19	19	1

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

City of Sunnyvale
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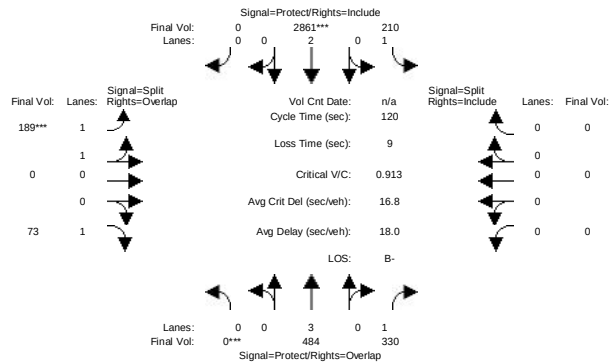
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	476	330	210	2855	0	168	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	330	210	2855	0	168	0	73	0	0	0
Added Vol:	0	8	0	0	6	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	484	330	210	2861	0	189	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	330	210	2861	0	189	0	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	484	330	210	2861	0	189	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.20	0.12	0.79	0.00	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.54	0.54	0.31	0.84	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.38	0.38	0.94	0.00	0.63	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	16.5	33.2	14.1	0.0	57.3	0.0	57.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	16.5	33.2	14.1	0.0	57.3	0.0	57.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C-	B	A	E+	A	E+	A	A	A
HCM2kAvgQ:	0	3	7	6	41	0	4	0	3	0	0	0

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

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Level Of Service Computation Report
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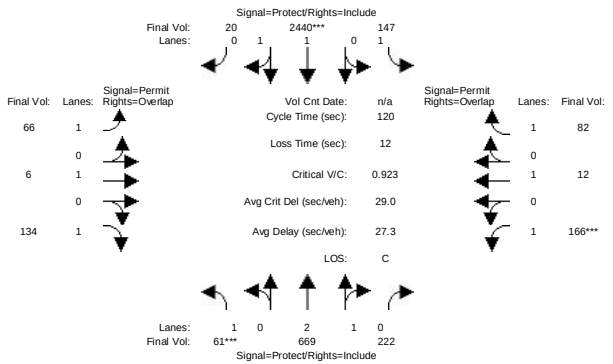
EIR Baseline + Current + Milpitas AM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	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:	61	661	222	147	2434	20	66	6	134	166	12	82
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	669	222	147	2440	20	66	6	134	166	12	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:	61	669	222	147	2440	20	66	6	134	166	12	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.95	0.95	0.76	1.00	0.85	0.76	1.00	0.85
Lanes:	1.00	2.25	0.75	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3751	1245	1805	3577	29	1442	1900	1615	1452	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.08	0.68	0.68	0.05	0.00	0.08	0.11	0.01	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.06	0.53	0.53	0.24	0.72	0.72	0.12	0.12	0.18	0.12	0.12	0.37
Volume/Cap:	0.58	0.33	0.33	0.33	0.95	0.95	0.38	0.03	0.46	0.95	0.05	0.14
Delay/Veh:	62.9	15.9	15.9	37.8	23.0	23.0	50.0	46.6	45.3	104.6	46.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	15.9	15.9	37.8	23.0	23.0	50.0	46.6	45.3	104.6	46.8	25.6
LOS by Move:	E	B	B	D+	C	C	D	D	D	F	D	C
HCM2kAvgQ:	3	7	7	4	41	41	3	0	5	9	0	2

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

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Level Of Service Computation Report
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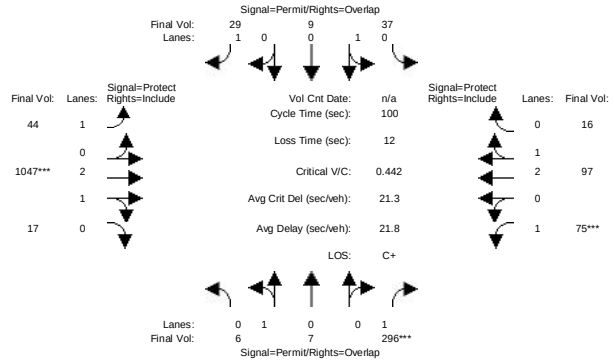
EIR Baseline + Current + Milpitas AM

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	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:	6	1	296	28	4	8	15	1047	17	75	97	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	296	28	4	8	15	1047	17	75	97	6
Added Vol:	0	6	0	9	5	21	29	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	7	296	37	9	29	44	1047	17	75	97	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:	6	7	296	37	9	29	44	1047	17	75	97	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	7	296	37	9	29	44	1047	17	75	97	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:	6	7	296	37	9	29	44	1047	17	75	97	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.85	0.82	0.82	0.85	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	0.46	0.54	1.00	0.80	0.20	1.00	1.00	2.95	0.05	1.00	2.58	0.42
Final Sat.:	825	963	1615	1256	306	1615	1805	5094	83	1805	4359	719
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.18	0.03	0.03	0.02	0.02	0.21	0.21	0.04	0.02	0.02
Crit Moves:			****					****		****		
Green/Cycle:	0.26	0.26	0.35	0.26	0.26	0.49	0.23	0.47	0.47	0.09	0.33	0.33
Volume/Cap:	0.03	0.03	0.52	0.11	0.11	0.04	0.11	0.44	0.44	0.44	0.07	0.07
Delay/Veh:	27.9	27.9	26.7	28.6	28.6	13.4	30.5	18.1	18.1	44.7	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	26.7	28.6	28.6	13.4	30.5	18.1	18.1	44.7	23.0	23.0
LOS by Move:	C	C	C	C	C	B	C	B-	B-	D	C	C
HCM2kAvgQ:	0	0	7	1	1	0	1	8	8	3	1	1

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

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Level Of Service Computation Report
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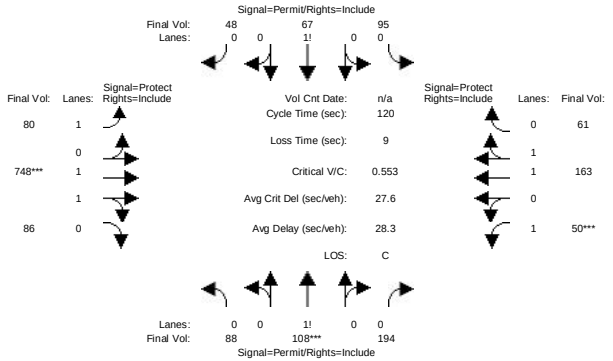
EIR Baseline + Current + Milpitas AM

Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	108	194	90	67	48	80	748	86	50	163	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	55
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	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:	88	108	194	95	67	48	80	748	86	50	163	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.66	0.66	0.66	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	0.22	0.28	0.50	0.45	0.32	0.23	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	353	433	779	565	398	285	1805	3189	367	1805	2519	943
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.17	0.17	0.17	0.04	0.23	0.23	0.03	0.06	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.20	0.42	0.42	0.06	0.28	0.28
Volume/Cap:	0.56	0.56	0.56	0.38	0.38	0.38	0.22	0.56	0.56	0.47	0.23	0.23
Delay/Veh:	25.5	25.5	25.5	22.5	22.5	22.5	40.8	26.8	26.8	58.1	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	22.5	22.5	22.5	40.8	26.8	26.8	58.1	33.2	33.2
LOS by Move:	C	C	C	C+	C+	C+	D	C	C	E+	C-	C-
HCM2kAvgQ:	11	11	11	5	5	5	2	12	12	2	3	3

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

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Level Of Service Computation Report
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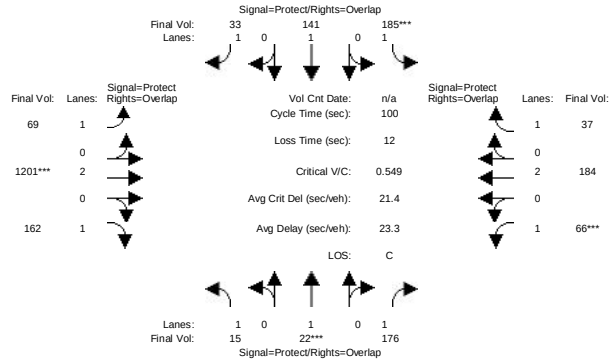
EIR Baseline + Current + Milpitas AM

Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	22	176	185	141	33	69	1196	162	66	178	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	22	176	185	141	33	69	1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	22	176	185	141	33	69	1201	162	66	184	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	22	176	185	141	33	69	1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33	69	1201	162	66	184	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	176	185	141	33	69	1201	162	66	184	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.11	0.10	0.07	0.02	0.04	0.33	0.10	0.04	0.05	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.10	0.17	0.17	0.16	0.41	0.25	0.54	0.65	0.07	0.36	0.53
Volume/Cap:	0.08	0.12	0.64	0.61	0.47	0.05	0.15	0.61	0.15	0.52	0.14	0.04
Delay/Veh:	40.1	41.2	43.7	42.3	39.5	17.8	29.2	16.2	6.8	48.8	21.6	11.4
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:	40.1	41.2	43.7	42.3	39.5	17.8	29.2	16.2	6.8	48.8	21.6	11.4
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C+	B+
HCM2kAvgQ:	0	1	6	6	4	1	2	13	2	2	2	1

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

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Level Of Service Computation Report
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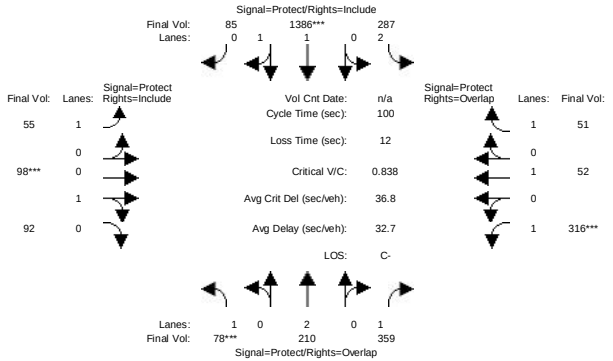
EIR Baseline + Current + Milpitas AM

Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	204	359	287	1381	85	55	98	92	316	52	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:	78	204	359	287	1381	85	55	98	92	316	52	51
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	210	359	287	1386	85	55	98	92	316	52	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:	78	210	359	287	1386	85	55	98	92	316	52	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	210	359	287	1386	85	55	98	92	316	52	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:	78	210	359	287	1386	85	55	98	92	316	52	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.93	0.93	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	3371	207	1805	908	853	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.22	0.08	0.41	0.41	0.03	0.11	0.11	0.18	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.30	0.51	0.25	0.48	0.48	0.14	0.13	0.13	0.20	0.19	0.44
Volume/Cap:	0.62	0.19	0.44	0.33	0.86	0.86	0.22	0.86	0.86	0.86	0.14	0.07
Delay/Veh:	54.1	25.9	16.0	31.1	27.5	27.5	39.0	69.4	69.4	56.1	33.6	16.1
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:	54.1	25.9	16.0	31.1	27.5	27.5	39.0	69.4	69.4	56.1	33.6	16.1
LOS by Move:	D-	C	B	C	C	C	D+	E	E	E+	C-	B
HCM2kAvgQ:	3	3	7	4	22	22	2	8	8	10	1	1

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

City of Sunnyvale
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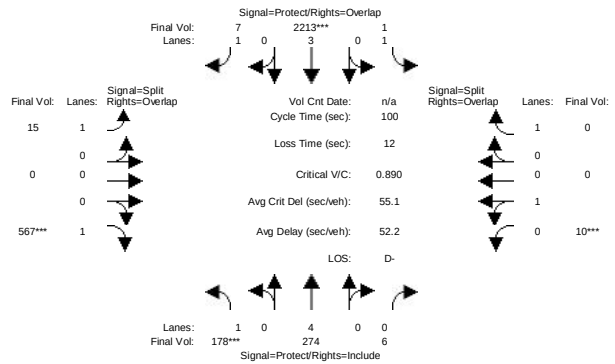
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	264	6	1	2204	7	15	0	567	10	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	264	6	1	2204	7	15	0	567	10	0	0
Added Vol:	0	10	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	274	6	1	2213	7	15	0	567	10	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	274	6	1	2213	7	15	0	567	10	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	274	6	1	2213	7	15	0	567	10	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	274	6	1	2213	7	15	0	567	10	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1805	6747	148	1805	5187	1615	1805	0	1615	1809	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.00	0.43	0.00	0.01	0.00	0.35	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.31	0.31	0.22	0.43	0.68	0.25	0.00	0.35	0.10	0.00	0.00
Volume/Cap:	1.00	0.13	0.13	0.00	1.00	0.01	0.03	0.00	1.00	0.06	0.00	0.00
Delay/Veh:	111.5	24.8	24.8	30.7	46.9	5.1	28.1	0.0	69.3	40.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	24.8	24.8	30.7	46.9	5.1	28.1	0.0	69.3	40.9	0.0	0.0
LOS by Move:	F	C	C	C	D	A	C	A	E	D	A	A
HCM2kAvgQ:	10	2	2	0	32	0	0	0	24	0	0	0

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

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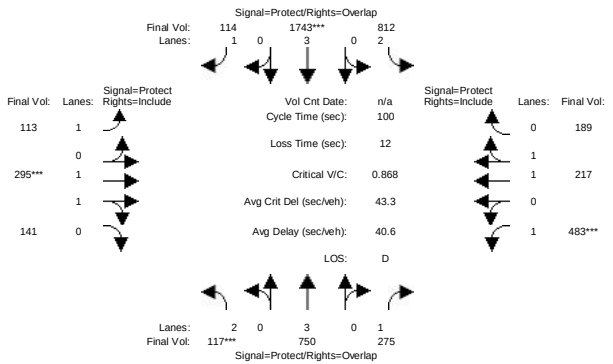
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas AM

Intersection #12: Lawrence Expy / Tasman Dr



Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	744	275	811	1738	114	113	295	141	483	217	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:	117	744	275	811	1738	114	113	295	141	483	217	188
Added Vol:	0	6	0	1	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	750	275	812	1743	114	113	295	141	483	217	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:	117	750	275	812	1743	114	113	295	141	483	217	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	750	275	812	1743	114	113	295	141	483	217	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:	117	750	275	812	1743	114	113	295	141	483	217	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.35	0.65	1.00	1.07	0.93
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2325	1111	1805	1794	1563
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.17	0.23	0.34	0.07	0.06	0.13	0.13	0.27	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.17	0.47	0.27	0.37	0.53	0.16	0.14	0.14	0.30	0.28	0.28
Volume/Cap:	0.48	0.85	0.36	0.85	0.90	0.13	0.39	0.90	0.90	0.90	0.44	0.44
Delay/Veh:	46.2	48.2	17.4	41.8	36.0	11.8	38.5	62.2	62.2	52.1	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:	46.2	48.2	17.4	41.8	36.0	11.8	38.5	62.2	62.2	52.1	30.1	30.1
LOS by Move:	D	D	B	D	D+	B+	D+	E	E	D-	C	C
HCM2kAvgQ:	2	11	5	15	22	2	3	7	7	18	6	6

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

City of Sunnyvale
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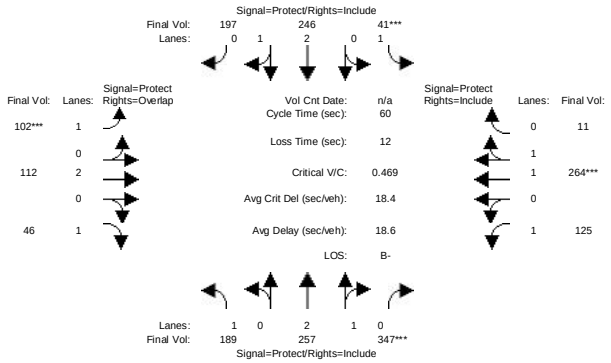
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	189	251	347	41	232	197	102	112	46	125	264	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	251	347	41	232	197	102	112	46	125	264	11
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	257	347	41	246	197	102	112	46	125	264	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	257	347	41	246	197	102	112	46	125	264	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	257	347	41	246	197	102	112	46	125	264	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	257	347	41	246	197	102	112	46	125	264	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.95	0.85	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1805	3161	1580	1805	3226	1613	1805	3610	1615	1805	3445	144
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.22	0.02	0.08	0.12	0.06	0.03	0.03	0.07	0.08	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.21	0.40	0.40	0.12	0.30	0.30	0.12	0.17	0.38	0.12	0.17	0.17
Volume/Cap:	0.49	0.20	0.55	0.19	0.25	0.40	0.48	0.19	0.08	0.59	0.46	0.46
Delay/Veh:	21.8	11.8	14.4	24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	11.8	14.4	24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
LOS by Move:	C+	B+	B	C	B	B	C	C+	B+	C	C	C
HCM2kAvgQ:	3	2	5	1	2	4	2	1	1	2	2	2

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

City of Sunnyvale
Sunnyvale SMaRT Station
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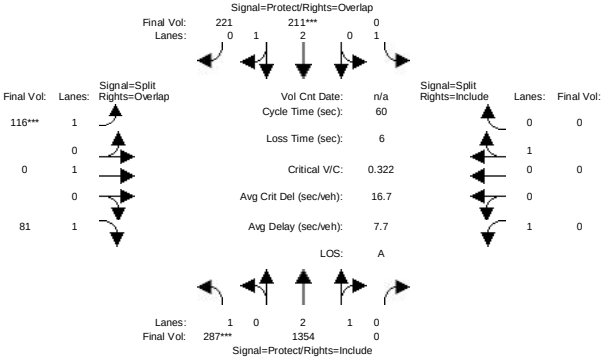
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #2: Mathilda Ave / 5th Ave



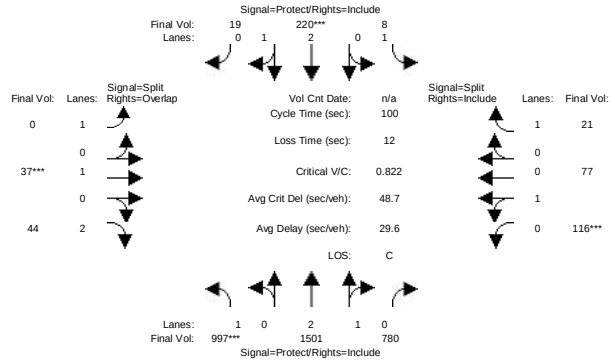
Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	287	1348	0	0	197	221	116	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	0
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1354	0	0	211	221	116	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1354	0	0	211	221	116	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1354	0	0	211	221	116	0	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1354	0	0	211	221	116	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	1.00	0.84	0.84	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	5187	0	1900	3192	1596	1805	1900	1615	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.07	0.14	0.06	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.49	0.70	0.00	0.00	0.21	0.41	0.20	0.00	0.69	0.00	0.00	0.00
Volume/Cap:	0.32	0.37	0.00	0.00	0.32	0.34	0.32	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	9.3	3.7	0.0	0.0	20.4	12.5	21.0	0.0	3.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	3.7	0.0	0.0	20.4	12.5	21.0	0.0	3.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C+	B	C+	A	A	A	A	A
HCM2kAvgQ:	3	4	0	0	2	3	2	0	1	0	0	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	997	1495	780	8	206	19	0	37	44	116	77	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:	997	1495	780	8	206	19	0	37	44	116	77	21
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	997	1501	780	8	220	19	0	37	44	116	77	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:	997	1501	780	8	220	19	0	37	44	116	77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	1501	780	8	220	19	0	37	44	116	77	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:	997	1501	780	8	220	19	0	37	44	116	77	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.90	0.90	1.00	1.00	0.75	0.97	0.97	0.85
Lanes:	1.00	2.00	1.00	1.00	2.76	0.24	1.00	1.00	2.00	0.60	0.40	1.00
Final Sat.:	1805	3282	1641	1805	4717	407	1900	1900	2842	1109	736	1615
Capacity Analysis Module:												
Vol/Sat:	0.55	0.46	0.48	0.00	0.05	0.05	0.00	0.02	0.02	0.10	0.10	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.57	0.59	0.59	0.09	0.10	0.10	0.00	0.10	0.67	0.11	0.11	0.11
Volume/Cap:	0.97	0.78	0.81	0.05	0.47	0.47	0.00	0.19	0.02	0.97	0.97	0.12
Delay/Veh:	40.7	17.3	18.3	42.1	43.2	43.2	0.0	41.8	5.5	98.1	98.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	17.3	18.3	42.1	43.2	43.2	0.0	41.8	5.5	98.1	98.1	40.6
LOS by Move:	D	B	B-	D	D	D	A	D	A	F	F	D
HCM2kAvgQ:	34	20	22	0	3	3	0	1	0	10	10	1

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

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Level Of Service Computation Report
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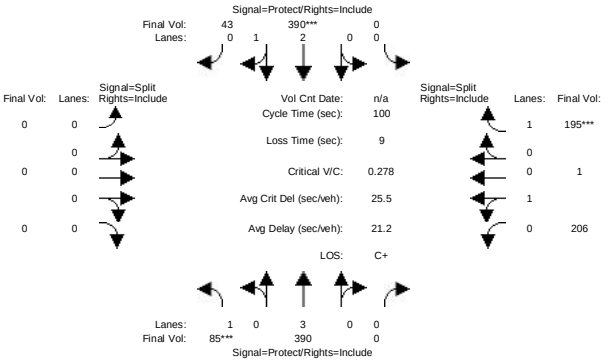
EIR Baseline + Current + Milpitas PM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	384	0	0	386	33	0	0	0	206	1	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:	85	384	0	0	386	33	0	0	0	206	1	195
Added Vol:	0	6	0	0	4	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	390	0	0	390	43	0	0	0	206	1	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	0	0	390	43	0	0	0	206	1	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	390	0	0	390	43	0	0	0	206	1	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:	85	390	0	0	390	43	0	0	0	206	1	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	3.00	0.00	0.00	2.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	5187	0	0	4602	507	0	0	0	1745	8	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.47	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.28	0.16	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.27	0.27	0.28
Delay/Veh:	36.7	14.9	0.0	0.0	26.5	26.5	0.0	0.0	0.0	18.3	18.3	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	14.9	0.0	0.0	26.5	26.5	0.0	0.0	0.0	18.3	18.3	18.4
LOS by Move:	D+	B	A	A	C	C	A	A	A	B-	B-	B-
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	4	4	4

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

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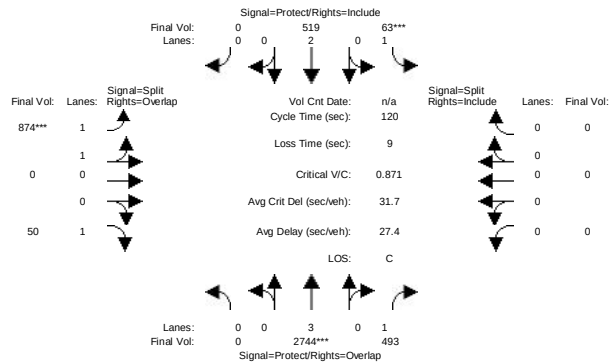
EIR Baseline + Current + Milpitas PM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2742	493	63	515	0	870	0	50	0	0	0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2744	493	63	519	0	874	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2744	493	63	519	0	874	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.31	0.03	0.14	0.00	0.24	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.59	0.59	0.06	0.65	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.89	0.51	0.60	0.22	0.00	0.89	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	24.5	14.6	64.3	8.5	0.0	52.0	0.0	33.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	14.6	64.3	8.5	0.0	52.0	0.0	33.0	0.0	0.0	0.0
LOS by Move:	A	C	B	E	A	A	D-	A	C-	A	A	A
HCM2kAvgQ:	0	31	10	2	4	0	19	0	1	0	0	0

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

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Level Of Service Computation Report
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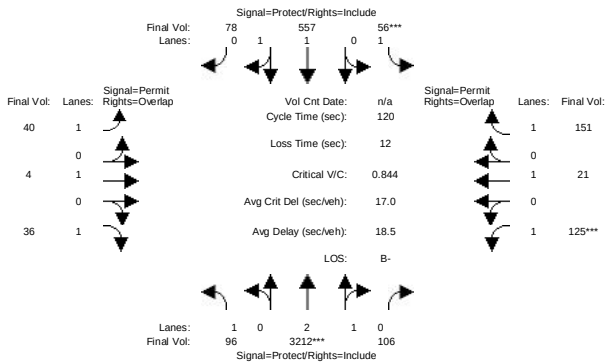
EIR Baseline + Current + Milpitas PM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	3210	106	56	553	78	40	4	36	125	21	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	3210	106	56	553	78	40	4	36	125	21	151
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	3212	106	56	557	78	40	4	36	125	21	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	3212	106	56	557	78	40	4	36	125	21	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	3212	106	56	557	78	40	4	36	125	21	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	3212	106	56	557	78	40	4	36	125	21	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.75	1.00	0.85	0.77	1.00	0.85
Lanes:	1.00	2.90	0.10	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4996	165	1805	3110	435	1427	1900	1615	1455	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.64	0.64	0.03	0.18	0.18	0.03	0.00	0.02	0.09	0.01	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.74	0.74	0.06	0.60	0.60	0.10	0.10	0.30	0.10	0.10	0.16
Volume/Cap:	0.27	0.87	0.87	0.53	0.30	0.30	0.28	0.02	0.08	0.87	0.11	0.59
Delay/Veh:	41.3	13.4	13.4	60.0	11.5	11.5	51.2	48.8	30.5	91.8	49.5	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	13.4	13.4	60.0	11.5	11.5	51.2	48.8	30.5	91.8	49.5	50.7
LOS by Move:	D	B	B	E	B+	B+	D-	D	C	F	D	D
HCM2kAvgQ:	3	34	34	2	6	6	2	0	1	7	1	6

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

City of Sunnyvale
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Level Of Service Computation Report
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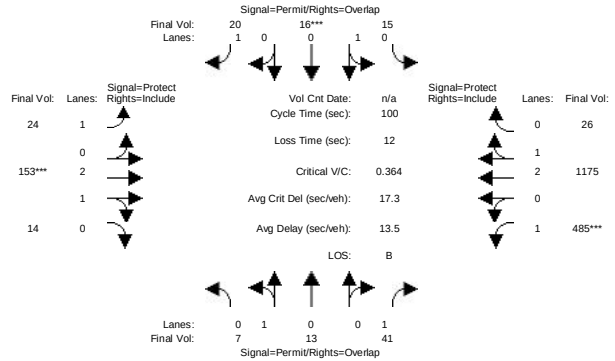
EIR Baseline + Current + Milpitas PM

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	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:	7	12	41	11	13	6	18	153	14	485	1175	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:	7	12	41	11	13	6	18	153	14	485	1175	24
Added Vol:	0	1	0	4	3	14	6	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	13	41	15	16	20	24	153	14	485	1175	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	13	41	15	16	20	24	153	14	485	1175	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	13	41	15	16	20	24	153	14	485	1175	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	13	41	15	16	20	24	153	14	485	1175	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.85	0.87	0.87	0.85	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	0.35	0.65	1.00	0.48	0.52	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	608	1129	1615	797	850	1615	1805	4690	429	1805	5059	112
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.02	0.02	0.01	0.01	0.03	0.03	0.27	0.23	0.23
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.10	0.78	0.10	0.10	0.28	0.18	0.10	0.10	0.68	0.60	0.60
Volume/Cap:	0.12	0.12	0.03	0.19	0.19	0.04	0.07	0.33	0.33	0.40	0.39	0.39
Delay/Veh:	41.3	41.3	2.5	41.8	41.8	26.2	34.1	42.2	42.2	7.2	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:	41.3	41.3	2.5	41.8	41.8	26.2	34.1	42.2	42.2	7.2	10.5	10.5
LOS by Move:	D	D	A	D	D	C	C-	D	D	A	B+	B+
HCM2kAvgQ:	1	1	0	1	1	0	1	2	2	7	7	7

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

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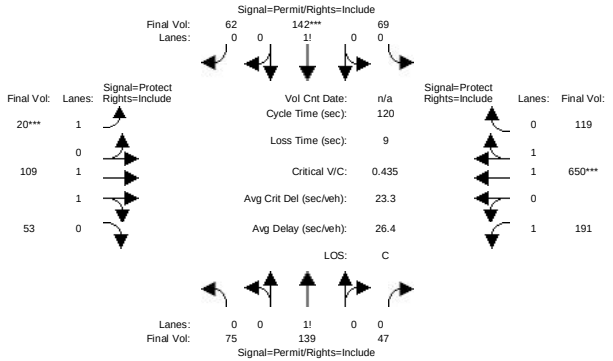
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	139	47	66	142	62	20	109	53	191	650	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:	75	139	47	66	142	62	20	109	53	191	650	118
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	139	47	69	142	62	20	109	53	191	650	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:	75	139	47	69	142	62	20	109	53	191	650	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.83	0.83	0.83	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	0.29	0.53	0.18	0.25	0.52	0.23	1.00	1.35	0.65	1.00	1.69	0.31
Final Sat.:	438	812	274	397	818	357	1805	2310	1123	1805	2981	546
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.17	0.17	0.17	0.01	0.05	0.05	0.11	0.22	0.22
Crit Moves:					****			****			****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.06	0.24	0.24	0.30	0.48	0.48
Volume/Cap:	0.45	0.45	0.45	0.45	0.45	0.45	0.19	0.20	0.20	0.35	0.45	0.45
Delay/Veh:	28.0	28.0	28.0	28.1	28.1	28.1	54.7	36.7	36.7	33.0	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	28.0	28.1	28.1	28.1	54.7	36.7	36.7	33.0	20.7	20.7
LOS by Move:	C	C	C	C	C	C	D-	D+	D+	C-	C+	C+
HCM2kAvgQ:	7	7	7	7	7	7	1	2	2	5	9	9

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

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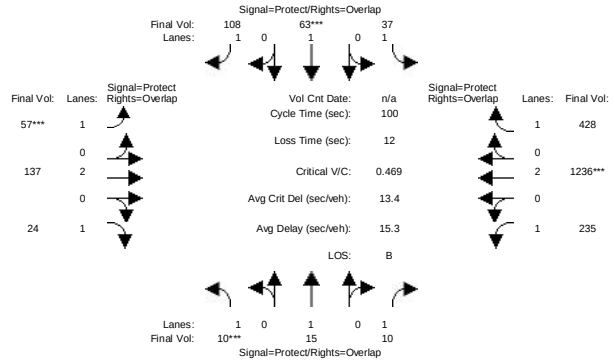
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	10	37	63	108	57	134	24	235	1235	428
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	10	37	63	108	57	137	24	235	1236	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	10	37	63	108	57	137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	10	37	63	108	57	137	24	235	1236	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.03	0.07	0.03	0.04	0.01	0.13	0.34	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.10	0.50	0.07	0.10	0.17	0.07	0.31	0.38	0.40	0.64	0.71
Volume/Cap:	0.08	0.08	0.01	0.29	0.33	0.39	0.45	0.12	0.04	0.32	0.53	0.37
Delay/Veh:	43.8	41.0	12.5	45.4	42.9	37.8	47.2	24.9	19.6	20.8	10.1	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	41.0	12.5	45.4	42.9	37.8	47.2	24.9	19.6	20.8	10.1	5.9
LOS by Move:	D	D	B	D	D	D+	D	C	B-	C+	B+	A
HCM2kAvgQ:	0	0	0	1	2	3	2	2	0	5	11	5

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

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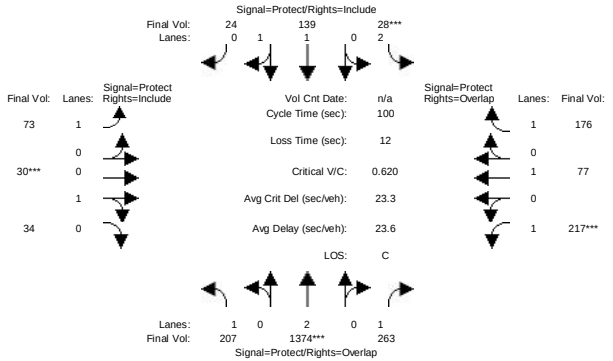
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	207	1373	263	28	136	24	73	30	34	217	77	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:	207	1373	263	28	136	24	73	30	34	217	77	176
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1374	263	28	139	24	73	30	34	217	77	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:	207	1374	263	28	139	24	73	30	34	217	77	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1374	263	28	139	24	73	30	34	217	77	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:	207	1374	263	28	139	24	73	30	34	217	77	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	3011	520	1805	819	929	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.16	0.01	0.05	0.05	0.04	0.04	0.04	0.12	0.04	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.54	0.71	0.07	0.28	0.28	0.11	0.10	0.10	0.17	0.16	0.23
Volume/Cap:	0.35	0.71	0.23	0.11	0.16	0.16	0.37	0.37	0.37	0.71	0.25	0.47
Delay/Veh:	26.1	18.3	5.1	43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	18.3	5.1	43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.3
LOS by Move:	C	B-	A	D	C	C	D	D	D	D	D+	C-
HCM2kAvgQ:	5	17	3	0	2	2	2	2	2	6	2	5

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

City of Sunnyvale
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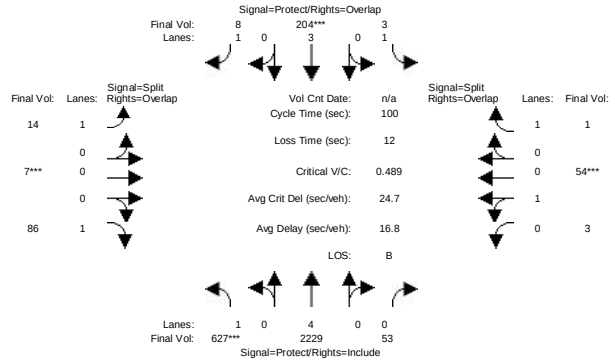
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3	54	1
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	2229	53	3	204	8	14	7	86	3	54	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	2229	53	3	204	8	14	7	86	3	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	2229	53	3	204	8	14	7	86	3	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	2229	53	3	204	8	14	7	86	3	54	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.83	0.83	0.83	1.00	1.00	0.85
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	0.67	0.33	1.00	0.05	0.95	1.00
Final Sat.:	1805	6735	160	1805	5187	1615	1050	525	1575	100	1795	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.33	0.33	0.00	0.04	0.00	0.01	0.01	0.05	0.03	0.03	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.58	0.56	0.56	0.12	0.10	0.20	0.10	0.10	0.68	0.10	0.10	0.22
Volume/Cap:	0.60	0.59	0.59	0.01	0.39	0.02	0.13	0.13	0.08	0.30	0.30	0.00
Delay/Veh:	14.5	14.6	14.6	38.9	42.7	32.2	41.1	41.1	5.4	42.7	42.7	30.5
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:	14.5	14.6	14.6	38.9	42.7	32.2	41.1	41.1	5.4	42.7	42.7	30.5
LOS by Move:	B	B	B	D+	D	C-	D	D	A	D	D	C
HCM2kAvgQ:	13	13	13	0	3	0	1	1	1	2	2	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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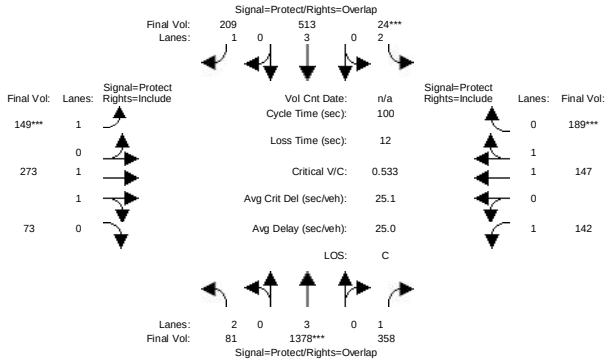
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EIR Baseline + Current + Milpitas PM

Intersection #12: Lawrence Expy / Tasman Dr



Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	1377	358	24	510	209	149	273	73	142	147	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:	81	1377	358	24	510	209	149	273	73	142	147	189
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1378	358	24	513	209	149	273	73	142	147	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:	81	1378	358	24	513	209	149	273	73	142	147	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1378	358	24	513	209	149	273	73	142	147	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:	81	1378	358	24	513	209	149	273	73	142	147	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.95	0.87	0.87
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2757	737	1805	1653	1653
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.22	0.01	0.10	0.13	0.08	0.10	0.10	0.08	0.09	0.11
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.47	0.62	0.07	0.31	0.46	0.14	0.19	0.19	0.15	0.20	0.20
Volume/Cap:	0.10	0.57	0.36	0.10	0.31	0.28	0.57	0.51	0.51	0.52	0.44	0.57
Delay/Veh:	31.2	19.8	9.6	43.7	26.2	17.0	42.9	36.8	36.8	40.8	35.5	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:	31.2	19.8	9.6	43.7	26.2	17.0	42.9	36.8	36.8	40.8	35.5	37.5
LOS by Move:	C	B-	A	D	C	B	D	D+	D+	D	D+	D+
HCM2kAvgQ:	1	12	5	0	4	4	4	5	5	5	5	6

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

City of Sunnyvale
Sunnyvale SMaRT Station
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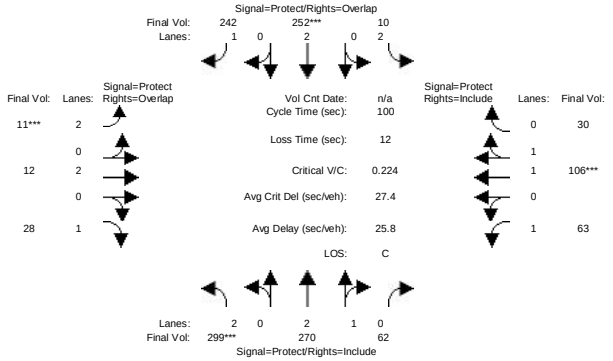
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day AM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



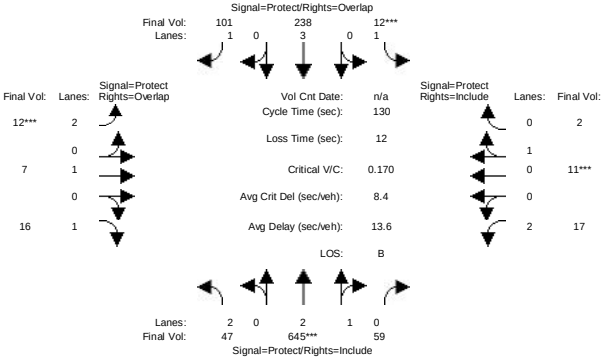
Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	299	270	62	10	252	242	11	12	28	63	106	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	270	62	10	252	242	11	12	28	63	106	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	270	62	10	252	242	11	12	28	63	106	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	270	62	10	252	242	11	12	28	63	106	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	270	62	10	252	242	11	12	28	63	106	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	270	62	10	252	242	11	12	28	63	106	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	3502	4100	942	3502	3610	1615	3502	3610	1615	1805	2721	770
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.00	0.07	0.15	0.00	0.00	0.02	0.03	0.04	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.36	0.38	0.38	0.27	0.29	0.36	0.07	0.14	0.49	0.10	0.16	0.16
Volume/Cap:	0.24	0.17	0.17	0.01	0.24	0.41	0.04	0.02	0.04	0.36	0.24	0.24
Delay/Veh:	22.8	20.6	20.6	27.0	27.1	24.5	43.5	37.4	13.1	43.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	20.6	20.6	27.0	27.1	24.5	43.5	37.4	13.1	43.7	36.7	36.7
LOS by Move:	C+	C+	C+	C	C	C	D	D+	B	D	D+	D+
HCM2kAvgQ:	3	2	2	0	3	6	0	0	0	2	2	2

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

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

Intersection #2: Mathilda Ave / 5th Ave



Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	645	59	12	238	101	12	7	16	17	11	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	645	59	12	238	101	12	7	16	17	11	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	645	59	12	238	101	12	7	16	17	11	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	645	59	12	238	101	12	7	16	17	11	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	645	59	12	238	101	12	7	16	17	11	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	645	59	12	238	101	12	7	16	17	11	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.85	0.92	1.00	0.85	0.92	0.98	0.98
Lanes:	2.00	2.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.85	0.15
Final Sat.:	3502	4691	429	1805	5187	1615	3502	1900	1615	3502	1571	286
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.01	0.05	0.06	0.00	0.00	0.01	0.00	0.01	0.01
Crit Moves:		****			****						****	
Green/Cycle:	0.32	0.72	0.72	0.05	0.46	0.51	0.05	0.08	0.40	0.05	0.08	0.08
Volume/Cap:	0.04	0.19	0.19	0.12	0.10	0.12	0.06	0.05	0.02	0.09	0.09	0.09
Delay/Veh:	30.5	5.8	5.8	59.2	20.1	16.7	58.5	55.7	23.9	58.7	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:	30.5	5.8	5.8	59.2	20.1	16.7	58.5	55.7	23.9	58.7	56.1	56.1
LOS by Move:	C	A	A	E+	C+	B	E+	E+	C	E+	E+	E+
HCM2kAvgQ:	1	3	3	0	2	2	0	0	0	0	1	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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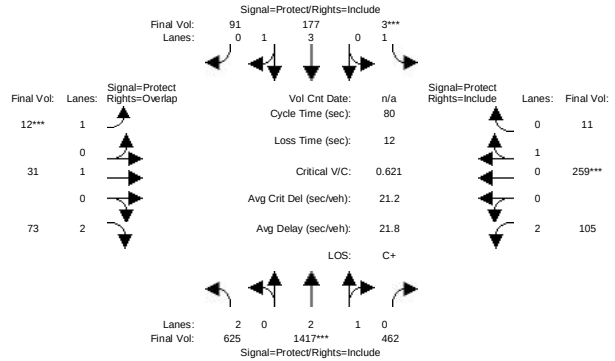
Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	625	1417	462	3	177	91	12	31	73	105	259	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	625	1417	462	3	177	91	12	31	73	105	259	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	1417	462	3	177	91	12	31	73	105	259	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	625	1417	462	3	177	91	12	31	73	105	259	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	1417	462	3	177	91	12	31	73	105	259	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	1417	462	3	177	91	12	31	73	105	259	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.75	0.92	0.99	0.99
Lanes:	2.00	2.26	0.74	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:	3502	3767	1228	1805	4922	1641	1805	1900	2842	3502	1812	77
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.00	0.04	0.06	0.01	0.02	0.03	0.03	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.49	0.49	0.09	0.24	0.24	0.09	0.16	0.50	0.11	0.19	0.19
Volume/Cap:	0.53	0.77	0.77	0.02	0.15	0.23	0.08	0.10	0.05	0.27	0.77	0.77
Delay/Veh:	21.7	18.3	18.3	33.4	24.2	24.7	33.7	28.8	10.3	32.8	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	18.3	18.3	33.4	24.2	24.7	33.7	28.8	10.3	32.8	40.9	40.9
LOS by Move:	C+	B-	B-	C-	C	C	C-	C	B+	C-	D	D
HCM2kAvgQ:	6	14	14	0	1	2	0	1	1	1	8	8

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

City of Sunnyvale
Sunnyvale SMaRT Station
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Level Of Service Computation Report
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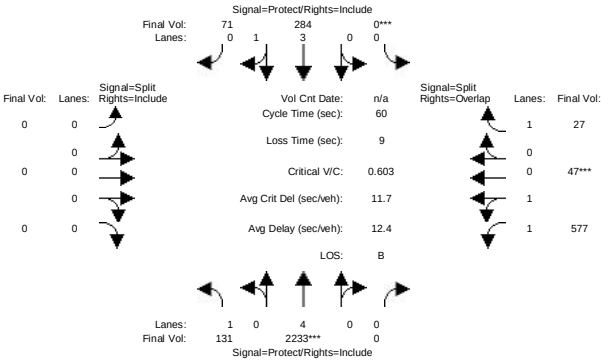
Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	2233	0	0	284	71	0	0	0	577	47	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:	131	2233	0	0	284	71	0	0	0	577	47	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:	131	2233	0	0	284	71	0	0	0	577	47	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	2233	0	0	284	71	0	0	0	577	47	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2233	0	0	284	71	0	0	0	577	47	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	2233	0	0	284	71	0	0	0	577	47	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	0.85
Lanes:	1.00	4.00	0.00	0.00	3.20	0.80	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	1805	6916	0	0	5367	1342	0	0	0	3046	248	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.19	0.19	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.22	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.33	0.60	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.60	0.60	0.05
Delay/Veh:	20.1	9.8	0.0	0.0	14.9	14.9	0.0	0.0	0.0	18.4	18.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	9.8	0.0	0.0	14.9	14.9	0.0	0.0	0.0	18.4	18.4	14.4
LOS by Move:	C+	A	A	A	B	B	A	A	A	B-	B-	B
HCM2kAvgQ:	2	8	0	0	1	1	0	0	0	6	6	0

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

City of Sunnyvale
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Level Of Service Computation Report
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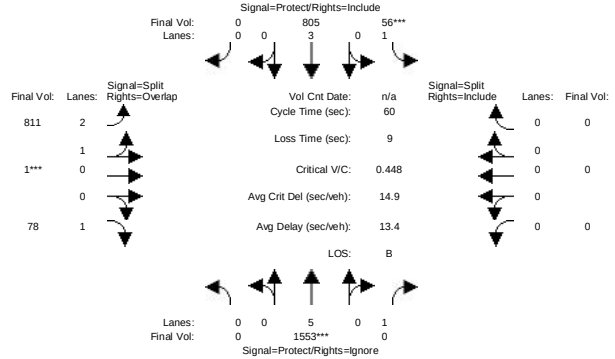
Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1553	778	56	805	0	811	1	78	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1553	778	56	805	0	811	1	78	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1553	778	56	805	0	811	1	78	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1553	0	56	805	0	811	1	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1553	0	56	805	0	811	1	78	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1553	0	56	805	0	811	1	78	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.95	0.91	1.00	0.84	0.86	0.85	1.00	1.00	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	8645	1900	1805	5187	0	4766	6	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.03	0.16	0.00	0.17	0.17	0.05	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.38	0.00	0.12	0.49	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.00	0.27	0.31	0.00	0.48	0.48	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	0.0	24.8	9.2	0.0	15.2	15.2	13.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	0.0	24.8	9.2	0.0	15.2	15.2	13.2	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	0	1	3	0	4	4	1	0	0	0

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

City of Sunnyvale
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Level Of Service Computation Report
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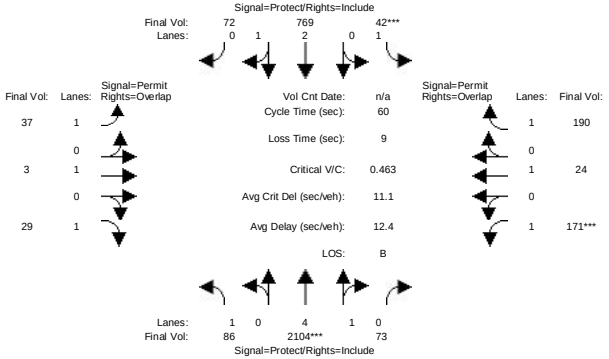
Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	2104	73	42	769	72	37	3	29	171	24	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	2104	73	42	769	72	37	3	29	171	24	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2104	73	42	769	72	37	3	29	171	24	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2104	73	42	769	72	37	3	29	171	24	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2104	73	42	769	72	37	3	29	171	24	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2104	73	42	769	72	37	3	29	171	24	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.75	1.00	0.85	0.77	1.00	0.85
Lanes:	1.00	4.83	0.17	1.00	2.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	8313	288	1805	4681	438	1423	1900	1615	1457	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.02	0.16	0.16	0.03	0.00	0.02	0.12	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.25	0.50	0.50	0.12	0.36	0.36	0.23	0.23	0.49	0.23	0.23	0.35
Volume/Cap:	0.19	0.51	0.51	0.20	0.45	0.45	0.11	0.01	0.04	0.51	0.05	0.34
Delay/Veh:	17.7	10.1	10.1	24.4	14.7	14.7	18.3	17.7	8.1	21.3	18.0	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	10.1	10.1	24.4	14.7	14.7	18.3	17.7	8.1	21.3	18.0	14.8
LOS by Move:	B	B+	B+	C	B	B	B-	B	A	C+	B	B
HCM2kAvgQ:	1	6	6	1	4	4	1	0	0	3	0	3

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

City of Sunnyvale
Sunnyvale SMaRT Station
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Level Of Service Computation Report
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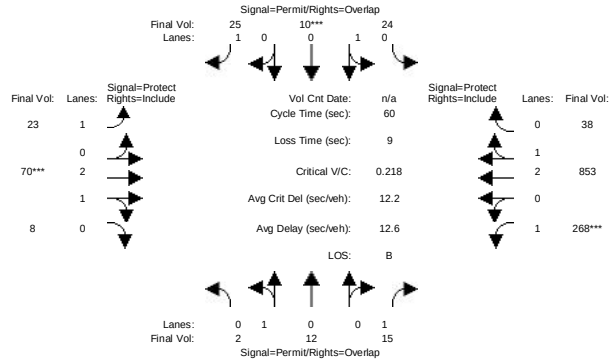
Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	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:	2	12	15	24	10	25	23	70	8	268	853	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:	2	12	15	24	10	25	23	70	8	268	853	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:	2	12	15	24	10	25	23	70	8	268	853	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:	2	12	15	24	10	25	23	70	8	268	853	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	12	15	24	10	25	23	70	8	268	853	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:	2	12	15	24	10	25	23	70	8	268	853	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.83	0.83	0.85	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	0.14	0.86	1.00	0.71	0.29	1.00	1.00	2.69	0.31	1.00	2.87	0.13
Final Sat.:	264	1583	1615	1116	465	1615	1805	4585	524	1805	4936	220
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.02	0.02	0.15	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.68	0.17	0.17	0.44	0.28	0.17	0.17	0.52	0.41	0.41
Volume/Cap:	0.05	0.05	0.01	0.13	0.13	0.04	0.05	0.09	0.09	0.29	0.42	0.42
Delay/Veh:	21.1	21.1	3.0	21.5	21.5	9.5	16.0	21.2	21.2	8.4	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	3.0	21.5	21.5	9.5	16.0	21.2	21.2	8.4	12.9	12.9
LOS by Move:	C+	C+	A	C+	C+	A	B	C+	C+	A	B	B
HCM2kAvgQ:	0	0	0	1	1	0	0	1	1	3	5	5

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

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Level Of Service Computation Report
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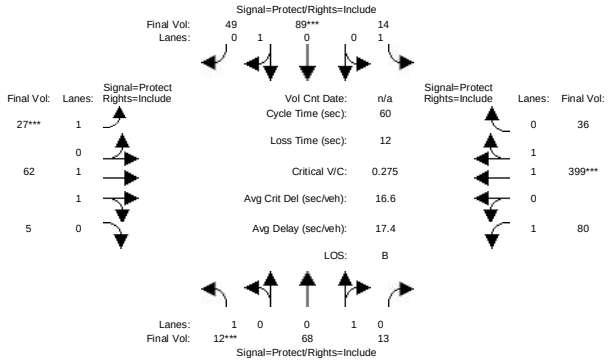
Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	68	13	14	89	49	27	62	5	80	399	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	68	13	14	89	49	27	62	5	80	399	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	68	13	14	89	49	27	62	5	80	399	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	68	13	14	89	49	27	62	5	80	399	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	68	13	14	89	49	27	62	5	80	399	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	68	13	14	89	49	27	62	5	80	399	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	0.84	0.16	1.00	0.64	0.36	1.00	1.85	0.15	1.00	1.83	0.17
Final Sat.:	1805	1557	298	1805	1160	639	1805	3304	266	1805	3272	295
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.01	0.08	0.08	0.01	0.02	0.02	0.04	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.20	0.20	0.14	0.22	0.22	0.12	0.27	0.27	0.19	0.35	0.35
Volume/Cap:	0.06	0.22	0.22	0.06	0.35	0.35	0.13	0.07	0.07	0.23	0.35	0.35
Delay/Veh:	23.7	20.5	20.5	22.6	20.4	20.4	24.0	16.2	16.2	20.9	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	20.5	20.5	22.6	20.4	20.4	24.0	16.2	16.2	20.9	14.7	14.7
LOS by Move:	C	C+	C+	C+	C+	C+	C	B	B	C+	B	B
HCM2kAvgQ:	0	1	1	0	2	2	0	0	0	1	3	3

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

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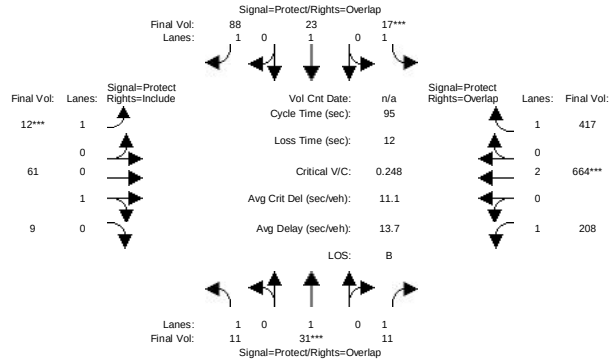
Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1624	240	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.01	0.01	0.05	0.01	0.04	0.04	0.12	0.18	0.26
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.11	0.47	0.07	0.11	0.18	0.07	0.33	0.33	0.36	0.62	0.69
Volume/Cap:	0.08	0.16	0.01	0.13	0.12	0.30	0.09	0.11	0.11	0.32	0.30	0.37
Delay/Veh:	41.3	39.0	13.5	41.6	38.7	34.5	41.3	22.1	22.1	22.1	8.4	6.2
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:	41.3	39.0	13.5	41.6	38.7	34.5	41.3	22.1	22.1	22.1	8.4	6.2
LOS by Move:	D	D	B	D	D+	C-	D	C+	C+	C+	A	A
HCM2kAvgQ:	0	1	0	1	1	2	0	1	1	4	5	5

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

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Level Of Service Computation Report
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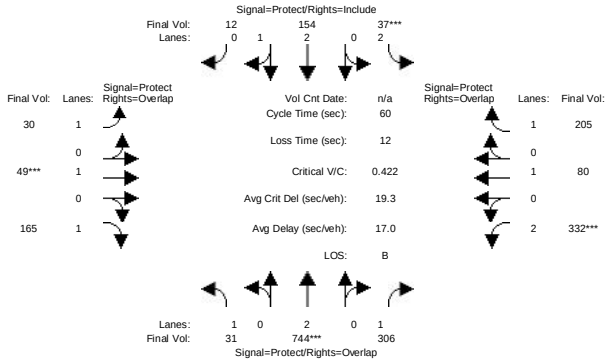
Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	744	306	37	154	12	30	49	165	332	80	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	744	306	37	154	12	30	49	165	332	80	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	744	306	37	154	12	30	49	165	332	80	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	744	306	37	154	12	30	49	165	332	80	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	744	306	37	154	12	30	49	165	332	80	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	744	306	37	154	12	30	49	165	332	80	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	2.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	4759	371	1805	1900	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.19	0.01	0.03	0.03	0.02	0.03	0.10	0.09	0.04	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.35	0.52	0.12	0.28	0.28	0.14	0.17	0.36	0.16	0.19	0.31
Volume/Cap:	0.09	0.58	0.37	0.09	0.12	0.12	0.12	0.15	0.28	0.58	0.22	0.41
Delay/Veh:	20.0	16.5	8.9	23.8	16.3	16.3	23.0	21.6	13.9	24.8	20.7	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	16.5	8.9	23.8	16.3	16.3	23.0	21.6	13.9	24.8	20.7	16.9
LOS by Move:	B-	B	A	C	B	B	C	C+	B	C	C+	B
HCM2kAvgQ:	1	7	4	0	1	1	1	1	2	3	1	3

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

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Level Of Service Computation Report
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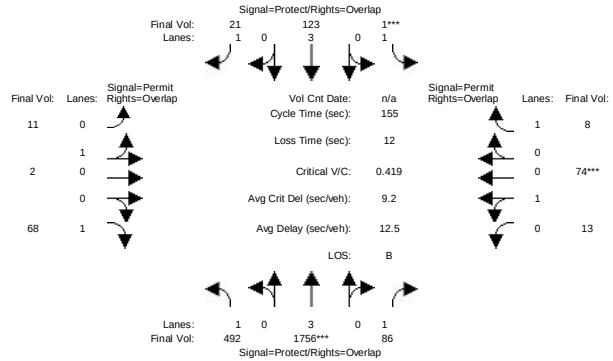
Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	492	1756	86	1	123	21	11	2	68	13	74	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1756	86	1	123	21	11	2	68	13	74	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1756	86	1	123	21	11	2	68	13	74	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1756	86	1	123	21	11	2	68	13	74	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1756	86	1	123	21	11	2	68	13	74	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	1756	86	1	123	21	11	2	68	13	74	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.80	0.80	0.85	0.96	0.96	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.85	0.15	1.00	0.15	0.85	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1288	234	1615	273	1551	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.05	0.00	0.02	0.01	0.01	0.01	0.04	0.05	0.05	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.66	0.77	0.77	0.05	0.16	0.16	0.11	0.11	0.77	0.11	0.11	0.15
Volume/Cap:	0.41	0.44	0.07	0.01	0.15	0.08	0.08	0.08	0.05	0.44	0.44	0.03
Delay/Veh:	12.7	6.3	4.4	70.8	56.7	56.1	62.4	62.4	4.4	66.3	66.3	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:	12.7	6.3	4.4	70.8	56.7	56.1	62.4	62.4	4.4	66.3	66.3	55.9
LOS by Move:	B	A	A	E	E+	E+	E	E	A	E	E	E+
HCM2kAvgQ:	11	10	1	0	2	1	1	1	1	4	4	0

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

City of Sunnyvale
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Level Of Service Computation Report
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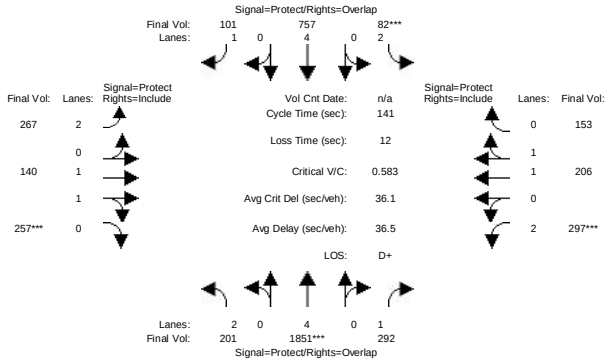
Intersection #12: Lawrence Expy / Tasman Dr



Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	201	1851	292	82	757	101	267	140	257	297	206	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:	201	1851	292	82	757	101	267	140	257	297	206	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:	201	1851	292	82	757	101	267	140	257	297	206	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1851	292	82	757	101	267	140	257	297	206	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1851	292	82	757	101	267	140	257	297	206	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:	201	1851	292	82	757	101	267	140	257	297	206	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.86	0.86	0.92	0.89	0.89
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.15	0.85
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	1630	1630	3502	1939	1440
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.18	0.02	0.11	0.06	0.08	0.09	0.16	0.08	0.11	0.11
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.45	0.60	0.05	0.33	0.50	0.17	0.27	0.27	0.14	0.24	0.24
Volume/Cap:	0.33	0.59	0.30	0.47	0.33	0.12	0.44	0.32	0.59	0.59	0.44	0.44
Delay/Veh:	51.4	29.0	14.1	67.2	35.6	18.7	52.9	41.5	46.3	58.3	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	29.0	14.1	67.2	35.6	18.7	52.9	41.5	46.3	58.3	46.0	46.0
LOS by Move:	D-	C	B	E	D+	B-	D-	D	D	E+	D	D
HCM2kAvgQ:	4	16	6	2	7	2	5	5	10	7	7	7

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

City of Sunnyvale
Sunnyvale SMaRT Station
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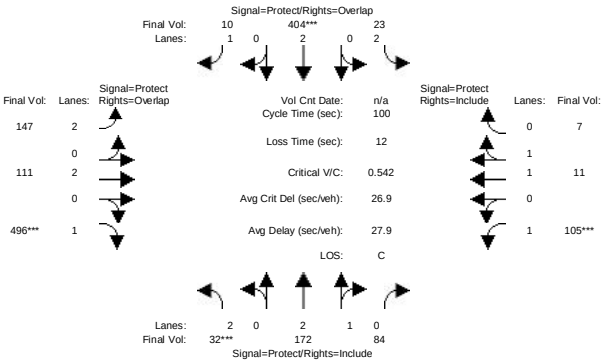
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day PM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	172	84	23	404	10	147	111	496	105	11	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	172	84	23	404	10	147	111	496	105	11	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	172	84	23	404	10	147	111	496	105	11	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	172	84	23	404	10	147	111	496	105	11	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	172	84	23	404	10	147	111	496	105	11	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	172	84	23	404	10	147	111	496	105	11	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	2.02	0.98	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.22	0.78
Final Sat.:	3502	3314	1619	3502	3610	1615	3502	3610	1615	1805	2078	1322
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.01	0.11	0.01	0.04	0.03	0.31	0.06	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.17	0.17	0.12	0.22	0.46	0.24	0.47	0.54	0.12	0.35	0.35
Volume/Cap:	0.13	0.30	0.30	0.05	0.50	0.01	0.17	0.07	0.57	0.50	0.02	0.02
Delay/Veh:	43.9	36.3	36.3	39.0	34.5	14.4	30.1	14.4	16.0	43.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	36.3	36.3	39.0	34.5	14.4	30.1	14.4	16.0	43.5	21.5	21.5
LOS by Move:	D	D+	D+	D+	C-	B	C	B	B	D	C+	C+
HCM2kAvgQ:	0	2	2	0	6	0	2	1	10	3	0	0

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

City of Sunnyvale
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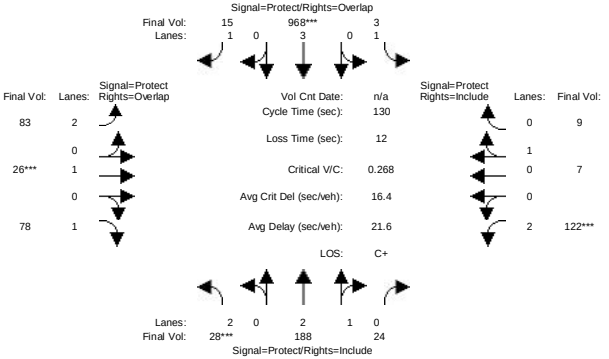
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day PM

Intersection #2: Mathilda Ave / 5th Ave



Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	188	24	3	968	15	83	26	78	122	7	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	188	24	3	968	15	83	26	78	122	7	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	188	24	3	968	15	83	26	78	122	7	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	188	24	3	968	15	83	26	78	122	7	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	188	24	3	968	15	83	26	78	122	7	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	188	24	3	968	15	83	26	78	122	7	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	1.00	0.85	0.92	0.92	0.92
Lanes:	2.00	2.66	0.34	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.44	0.56
Final Sat.:	3502	4522	577	1805	5187	1615	3502	1900	1615	3502	761	979
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.00	0.19	0.01	0.02	0.01	0.05	0.03	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.42	0.42	0.29	0.65	0.74	0.08	0.08	0.13	0.12	0.12	0.12
Volume/Cap:	0.15	0.10	0.10	0.01	0.29	0.01	0.29	0.18	0.37	0.29	0.08	0.08
Delay/Veh:	59.0	23.1	23.1	32.7	9.6	4.6	56.7	56.7	52.7	52.3	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	23.1	23.1	32.7	9.6	4.6	56.7	56.7	52.7	52.3	51.3	51.3
LOS by Move:	E+	C	C	C-	A	A	E+	E+	D-	D-	D-	D-
HCM2kAvgQ:	1	2	2	0	6	0	2	1	3	2	1	1

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

City of Sunnyvale
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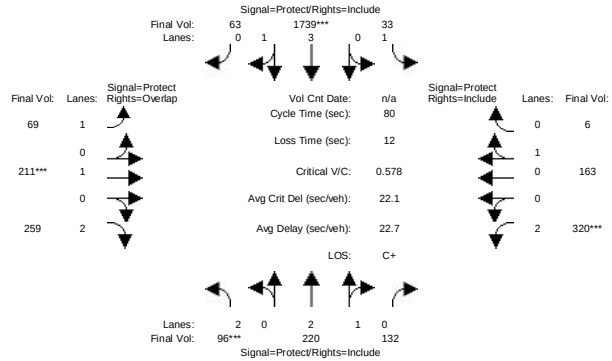
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day PM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	220	132	33	1739	63	69	211	259	320	163	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	220	132	33	1739	63	69	211	259	320	163	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	220	132	33	1739	63	69	211	259	320	163	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	220	132	33	1739	63	69	211	259	320	163	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	220	132	33	1739	63	69	211	259	320	163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	220	132	33	1739	63	69	211	259	320	163	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.91	0.95	1.00	0.75	0.92	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	3.86	0.14	1.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:	3502	3264	1632	1805	6641	241	1805	1900	2842	3502	1823	67
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.08	0.02	0.26	0.26	0.04	0.11	0.09	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.30	0.30	0.21	0.43	0.43	0.14	0.18	0.27	0.15	0.20	0.20
Volume/Cap:	0.31	0.22	0.27	0.09	0.61	0.61	0.28	0.61	0.34	0.61	0.46	0.46
Delay/Veh:	34.8	20.8	21.2	25.3	18.0	18.0	31.6	33.2	23.7	33.9	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	20.8	21.2	25.3	18.0	18.0	31.6	33.2	23.7	33.9	29.3	29.3
LOS by Move:	C-	C+	C+	C	B	B	C	C-	C	C-	C	C
HCM2kAvgQ:	1	2	3	1	9	9	2	6	3	5	4	4

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

City of Sunnyvale
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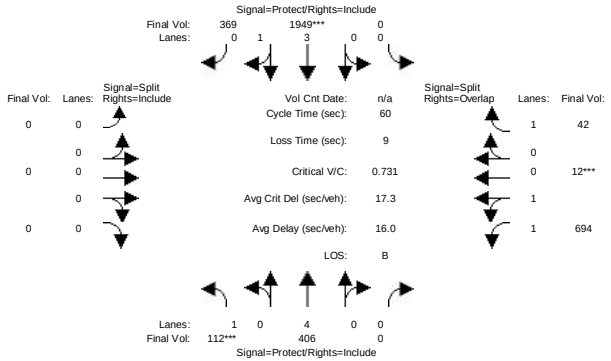
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day PM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



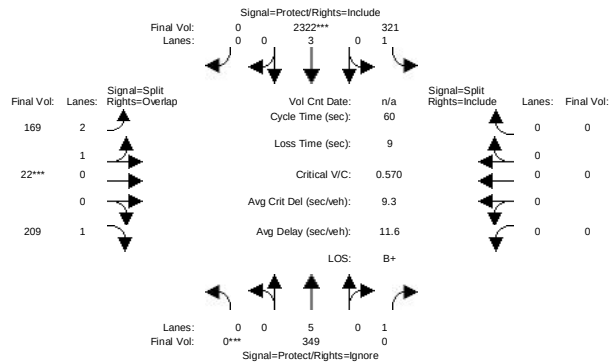
Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	406	0	0	1949	369	0	0	0	694	12	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	406	0	0	1949	369	0	0	0	694	12	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	406	0	0	1949	369	0	0	0	694	12	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	406	0	0	1949	369	0	0	0	694	12	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	406	0	0	1949	369	0	0	0	694	12	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	406	0	0	1949	369	0	0	0	694	12	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.85
Lanes:	1.00	4.00	0.00	0.00	3.36	0.64	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1805	6916	0	0	5675	1075	0	0	0	3216	56	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.22	0.22	0.03
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.57	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.53	0.10	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.76	0.76	0.09
Delay/Veh:	27.6	6.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	23.5	23.5	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	6.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	23.5	23.5	15.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	2	1	0	0	10	10	0	0	0	8	8	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	349	628	321	2322	0	169	22	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	349	628	321	2322	0	169	22	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	349	628	321	2322	0	169	22	209	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	0	321	2322	0	169	22	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	349	0	321	2322	0	169	22	209	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	349	0	321	2322	0	169	22	209	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.95	0.91	1.00	0.91	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.66	0.34	1.00	0.00	0.00	0.00
Final Sat.:	0	8645	1900	1805	5187	0	4600	599	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.18	0.45	0.00	0.04	0.04	0.13	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.30	0.00	0.32	0.62	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.13	0.00	0.55	0.72	0.00	0.16	0.16	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	15.3	0.0	18.0	8.5	0.0	18.7	18.7	22.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	18.0	8.5	0.0	18.7	18.7	22.7	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	B-	B-	C+	A	A	A
HCM2kAvgQ:	0	1	0	5	11	0	1	1	4	0	0	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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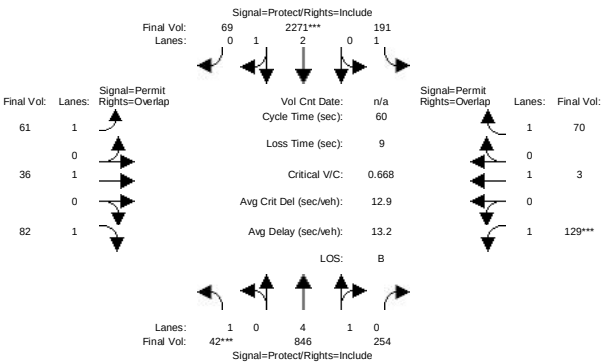
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day PM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	0.77	1.00	0.85	0.74	1.00	0.85
Lanes:	1.00	4.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6674	1668	1805	5014	152	1457	1900	1615	1404	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.15	0.11	0.45	0.45	0.04	0.02	0.05	0.09	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.40	0.40	0.28	0.57	0.57	0.17	0.17	0.28	0.17	0.17	0.45
Volume/Cap:	0.20	0.32	0.38	0.38	0.80	0.80	0.25	0.11	0.18	0.55	0.01	0.10
Delay/Veh:	24.4	12.3	12.7	17.8	11.9	11.9	22.3	21.4	16.4	25.8	20.9	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	12.3	12.7	17.8	11.9	11.9	22.3	21.4	16.4	25.8	20.9	9.6
LOS by Move:	C	B	B	B	B+	B+	C+	C+	B	C	C+	A
HCM2kAvgQ:	1	3	4	3	13	13	1	1	1	3	0	1

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

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Level Of Service Computation Report
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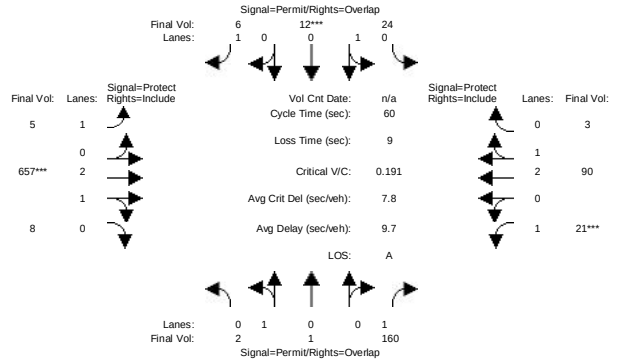
Present Day PM

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	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:	2	1	160	24	12	6	5	657	8	21	90	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	160	24	12	6	5	657	8	21	90	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	160	24	12	6	5	657	8	21	90	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	160	24	12	6	5	657	8	21	90	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	160	24	12	6	5	657	8	21	90	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	160	24	12	6	5	657	8	21	90	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.84	0.84	0.85	0.95	0.91	0.91	0.95	0.91	0.91
Lanes:	0.67	0.33	1.00	0.67	0.33	1.00	1.00	2.96	0.04	1.00	2.90	0.10
Final Sat.:	1129	564	1615	1069	535	1615	1805	5114	62	1805	4995	166
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.02	0.02	0.00	0.00	0.13	0.13	0.01	0.02	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.28	0.17	0.17	0.45	0.28	0.57	0.57	0.12	0.40	0.40
Volume/Cap:	0.01	0.01	0.35	0.13	0.13	0.01	0.01	0.23	0.23	0.10	0.04	0.04
Delay/Veh:	20.9	20.9	17.6	21.5	21.5	9.2	15.5	6.5	6.5	23.9	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	17.6	21.5	21.5	9.2	15.5	6.5	6.5	23.9	10.9	10.9
LOS by Move:	C+	C+	B	C+	C+	A	B	A	A	C	B+	B+
HCM2kAvgQ:	0	0	2	1	1	0	0	2	2	0	0	0

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

City of Sunnyvale
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Level Of Service Computation Report
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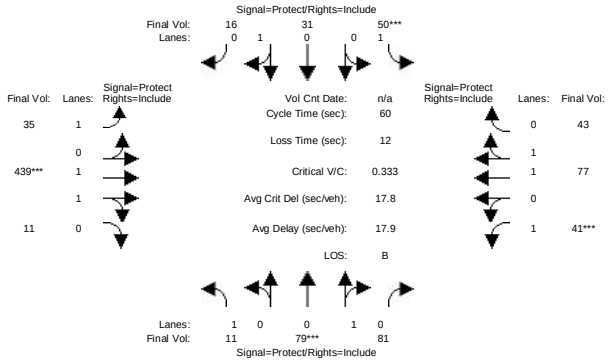
Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	79	81	50	31	16	35	439	11	41	77	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	79	81	50	31	16	35	439	11	41	77	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	79	81	50	31	16	35	439	11	41	77	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	79	81	50	31	16	35	439	11	41	77	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	79	81	50	31	16	35	439	11	41	77	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	79	81	50	31	16	35	439	11	41	77	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90
Lanes:	1.00	0.49	0.51	1.00	0.66	0.34	1.00	1.95	0.05	1.00	1.28	0.72
Final Sat.:	1805	867	889	1805	1189	614	1805	3508	88	1805	2191	1224
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.03	0.03	0.03	0.02	0.13	0.13	0.02	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.24	0.24	0.12	0.21	0.21	0.18	0.33	0.33	0.12	0.26	0.26
Volume/Cap:	0.04	0.38	0.38	0.24	0.12	0.12	0.11	0.38	0.38	0.19	0.13	0.13
Delay/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.0
LOS by Move:	C+	B-	B-	C	B-	B-	C+	B	B	C	B	B
HCM2kAvgQ:	0	3	3	1	1	1	1	3	3	1	1	1

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

City of Sunnyvale
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Level Of Service Computation Report
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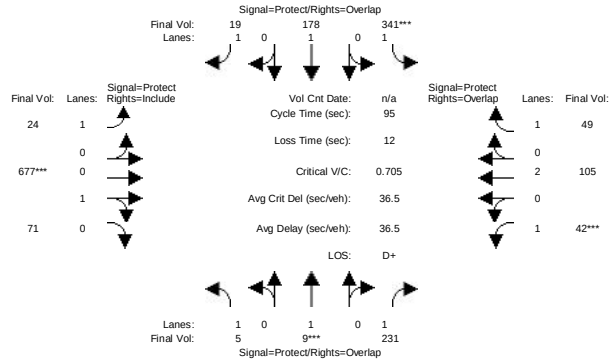
Present Day PM

Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1696	178	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.19	0.09	0.01	0.01	0.40	0.40	0.02	0.03	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.11	0.18	0.22	0.19	0.42	0.22	0.47	0.47	0.07	0.32	0.54
Volume/Cap:	0.02	0.05	0.80	0.85	0.48	0.03	0.06	0.85	0.85	0.32	0.09	0.06
Delay/Veh:	35.7	38.3	51.9	50.6	35.1	16.3	29.0	29.7	29.7	43.1	22.6	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	38.3	51.9	50.6	35.1	16.3	29.0	29.7	29.7	43.1	22.6	10.2
LOS by Move:	D+	D+	D-	D	D+	B	C	C	C	D	C+	B+
HCM2kAvgQ:	0	0	9	12	5	0	1	20	20	1	1	1

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

City of Sunnyvale
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Level Of Service Computation Report
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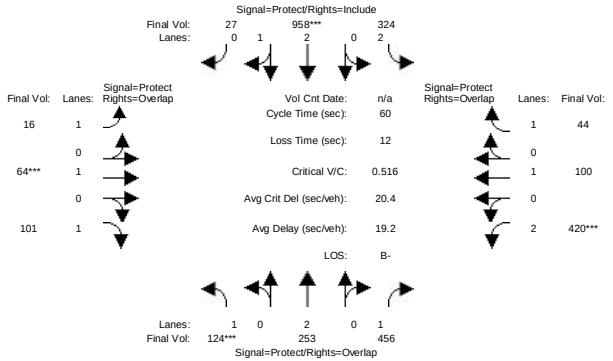
Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.91	0.91	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	5025	142	1805	1900	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.28	0.09	0.19	0.19	0.01	0.03	0.06	0.12	0.05	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.12	0.26	0.45	0.18	0.32	0.32	0.15	0.17	0.28	0.20	0.22	0.39
Volume/Cap:	0.59	0.27	0.62	0.52	0.60	0.60	0.06	0.20	0.22	0.60	0.24	0.07
Delay/Veh:	29.5	18.1	14.1	23.1	17.9	17.9	21.9	21.9	16.7	23.3	19.8	11.4
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:	29.5	18.1	14.1	23.1	17.9	17.9	21.9	21.9	16.7	23.3	19.8	11.4
LOS by Move:	C	B-	B	C	B	B	C+	C+	B	C	B-	B+
HCM2kAvgQ:	3	2	7	3	6	6	0	1	2	4	1	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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Level Of Service Computation Report
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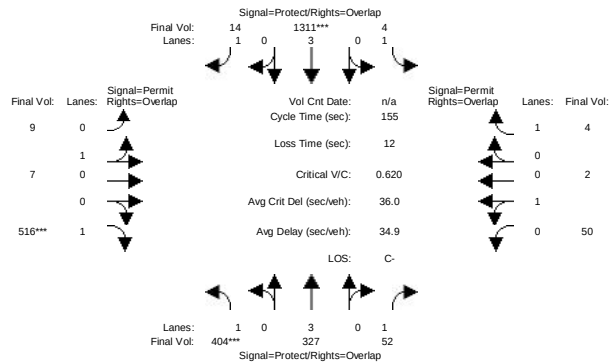
Present Day PM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	404	327	52	4	1311	14	9	7	516	50	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	327	52	4	1311	14	9	7	516	50	2	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	327	52	4	1311	14	9	7	516	50	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	327	52	4	1311	14	9	7	516	50	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	327	52	4	1311	14	9	7	516	50	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	327	52	4	1311	14	9	7	516	50	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.91	0.91	0.85	0.76	0.76	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.56	0.44	1.00	0.96	0.04	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	976	759	1615	1387	55	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.06	0.03	0.00	0.25	0.01	0.01	0.01	0.32	0.04	0.04	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.36	0.45	0.45	0.32	0.41	0.41	0.15	0.15	0.52	0.15	0.15	0.47
Volume/Cap:	0.62	0.14	0.07	0.01	0.62	0.02	0.06	0.06	0.62	0.23	0.23	0.01
Delay/Veh:	42.6	24.9	24.1	36.3	37.0	27.5	56.0	56.0	28.2	58.1	58.1	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:	42.6	24.9	24.1	36.3	37.0	27.5	56.0	56.0	28.2	58.1	58.1	21.8
LOS by Move:	D	C	C	D+	D+	C	E+	E+	C	E+	E+	C+
HCM2kAvgQ:	16	3	1	0	18	0	1	1	17	2	2	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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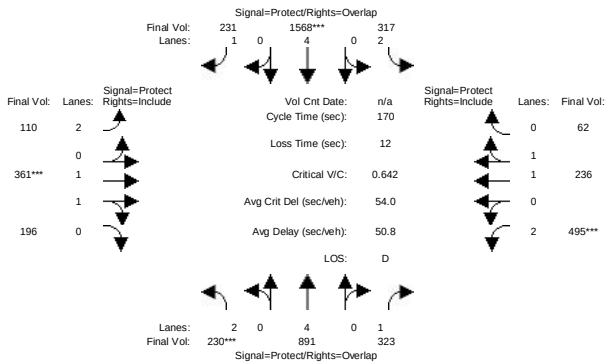
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day PM

Intersection #12: Lawrence Expy / Tasman Dr



Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.30	0.70	2.00	1.58	0.42
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	2216	1203	3502	2770	728
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.20	0.09	0.23	0.14	0.03	0.16	0.16	0.14	0.09	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.27	0.49	0.19	0.35	0.51	0.15	0.25	0.25	0.22	0.32	0.32
Volume/Cap:	0.64	0.48	0.41	0.48	0.64	0.28	0.20	0.64	0.64	0.64	0.27	0.27
Delay/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.2
LOS by Move:	E-	D-	C	E	D	C	E	E+	E+	E	D	D
HCM2kAvgQ:	7	11	10	8	19	7	2	13	13	13	6	6

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

City of Sunnyvale
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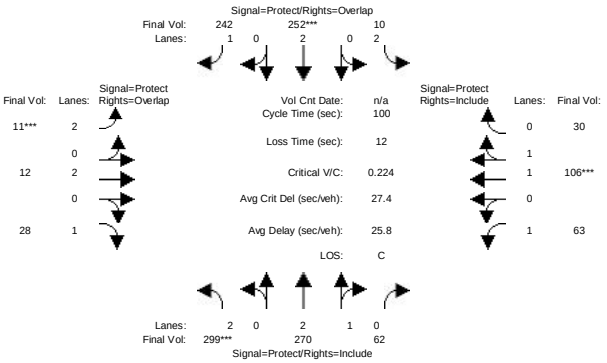
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	299	270	62	10	252	242	11	12	28	63	106	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	270	62	10	252	242	11	12	28	63	106	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	270	62	10	252	242	11	12	28	63	106	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	270	62	10	252	242	11	12	28	63	106	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	270	62	10	252	242	11	12	28	63	106	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	270	62	10	252	242	11	12	28	63	106	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	3502	4100	942	3502	3610	1615	3502	3610	1615	1805	2721	770
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.00	0.07	0.15	0.00	0.00	0.02	0.03	0.04	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.36	0.38	0.38	0.27	0.29	0.36	0.07	0.14	0.49	0.10	0.16	0.16
Volume/Cap:	0.24	0.17	0.17	0.01	0.24	0.41	0.04	0.02	0.04	0.36	0.24	0.24
Delay/Veh:	22.8	20.6	20.6	27.0	27.1	24.5	43.5	37.4	13.1	43.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	20.6	20.6	27.0	27.1	24.5	43.5	37.4	13.1	43.7	36.7	36.7
LOS by Move:	C+	C+	C+	C	C	C	D	D+	B	D	D+	D+
HCM2kAvgQ:	3	2	2	0	3	6	0	0	0	2	2	2

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

City of Sunnyvale
Sunnyvale SMaRT Station
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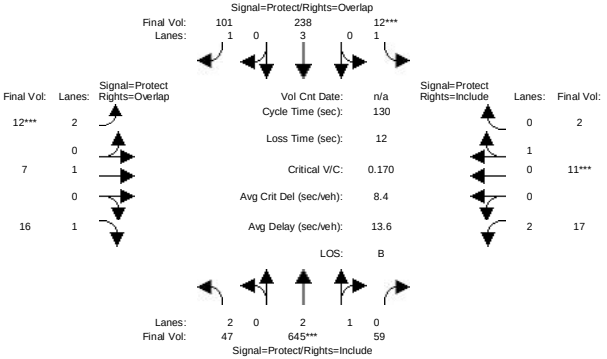
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #2: Mathilda Ave / 5th Ave



Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	645	59	12	238	101	12	7	16	17	11	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	645	59	12	238	101	12	7	16	17	11	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	645	59	12	238	101	12	7	16	17	11	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	645	59	12	238	101	12	7	16	17	11	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	645	59	12	238	101	12	7	16	17	11	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	645	59	12	238	101	12	7	16	17	11	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.85	0.92	1.00	0.85	0.92	0.98	0.98
Lanes:	2.00	2.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.85	0.15
Final Sat.:	3502	4691	429	1805	5187	1615	3502	1900	1615	3502	1571	286
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.01	0.05	0.06	0.00	0.00	0.01	0.00	0.01	0.01
Crit Moves:		****			****						****	
Green/Cycle:	0.32	0.72	0.72	0.05	0.46	0.51	0.05	0.08	0.40	0.05	0.08	0.08
Volume/Cap:	0.04	0.19	0.19	0.12	0.10	0.12	0.06	0.05	0.02	0.09	0.09	0.09
Delay/Veh:	30.5	5.8	5.8	59.2	20.1	16.7	58.5	55.7	23.9	58.7	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:	30.5	5.8	5.8	59.2	20.1	16.7	58.5	55.7	23.9	58.7	56.1	56.1
LOS by Move:	C	A	A	E+	C+	B	E+	E+	C	E+	E+	E+
HCM2kAvgQ:	1	3	3	0	2	2	0	0	0	0	1	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
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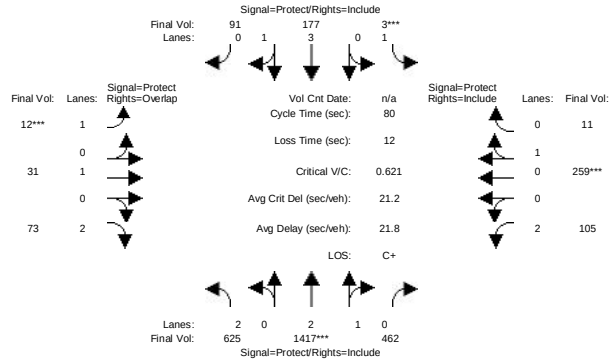
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #3: Mathilda Ave / Moffett Park Dr



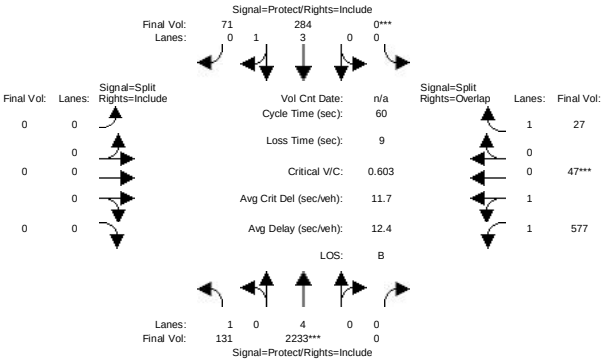
Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	625	1417	462	3	177	91	12	31	73	105	259	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	625	1417	462	3	177	91	12	31	73	105	259	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	1417	462	3	177	91	12	31	73	105	259	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	625	1417	462	3	177	91	12	31	73	105	259	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	1417	462	3	177	91	12	31	73	105	259	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	1417	462	3	177	91	12	31	73	105	259	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.75	0.92	0.99	0.99
Lanes:	2.00	2.26	0.74	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:	3502	3767	1228	1805	4922	1641	1805	1900	2842	3502	1812	77
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.00	0.04	0.06	0.01	0.02	0.03	0.03	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.49	0.49	0.09	0.24	0.24	0.09	0.16	0.50	0.11	0.19	0.19
Volume/Cap:	0.53	0.77	0.77	0.02	0.15	0.23	0.08	0.10	0.05	0.27	0.77	0.77
Delay/Veh:	21.7	18.3	18.3	33.4	24.2	24.7	33.7	28.8	10.3	32.8	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	18.3	18.3	33.4	24.2	24.7	33.7	28.8	10.3	32.8	40.9	40.9
LOS by Move:	C+	B-	B-	C-	C	C	C-	C	B+	C-	D	D
HCM2kAvgQ:	6	14	14	0	1	2	0	1	1	1	8	8

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	2233	0	0	284	71	0	0	0	577	47	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:	131	2233	0	0	284	71	0	0	0	577	47	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:	131	2233	0	0	284	71	0	0	0	577	47	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	2233	0	0	284	71	0	0	0	577	47	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2233	0	0	284	71	0	0	0	577	47	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	2233	0	0	284	71	0	0	0	577	47	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	0.85
Lanes:	1.00	4.00	0.00	0.00	3.20	0.80	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	1805	6916	0	0	5367	1342	0	0	0	3046	248	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.19	0.19	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.22	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.33	0.60	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.60	0.60	0.05
Delay/Veh:	20.1	9.8	0.0	0.0	14.9	14.9	0.0	0.0	0.0	18.4	18.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	9.8	0.0	0.0	14.9	14.9	0.0	0.0	0.0	18.4	18.4	14.4
LOS by Move:	C+	A	A	A	B	B	A	A	A	B-	B-	B
HCM2kAvgQ:	2	8	0	0	1	1	0	0	0	6	6	0

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

City of Sunnyvale
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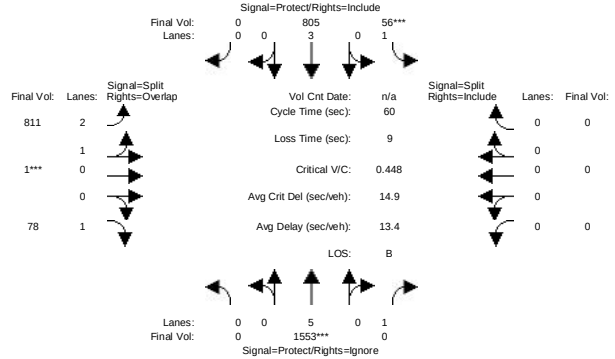
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1553	778	56	805	0	811	1	78	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1553	778	56	805	0	811	1	78	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1553	778	56	805	0	811	1	78	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1553	0	56	805	0	811	1	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1553	0	56	805	0	811	1	78	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1553	0	56	805	0	811	1	78	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.95	0.91	1.00	0.84	0.86	0.85	1.00	1.00	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	8645	1900	1805	5187	0	4766	6	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.03	0.16	0.00	0.17	0.17	0.05	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.38	0.00	0.12	0.49	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.00	0.27	0.31	0.00	0.48	0.48	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	0.0	24.8	9.2	0.0	15.2	15.2	13.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	0.0	24.8	9.2	0.0	15.2	15.2	13.2	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	0	1	3	0	4	4	1	0	0	0

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

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Level Of Service Computation Report
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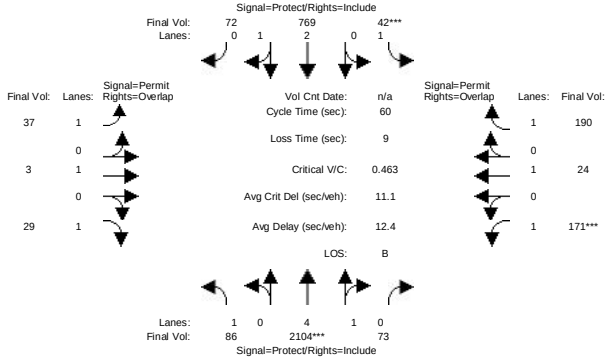
Present Day + Milpitas AM

Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	2104	73	42	769	72	37	3	29	171	24	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	2104	73	42	769	72	37	3	29	171	24	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2104	73	42	769	72	37	3	29	171	24	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2104	73	42	769	72	37	3	29	171	24	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2104	73	42	769	72	37	3	29	171	24	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2104	73	42	769	72	37	3	29	171	24	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.75	1.00	0.85	0.77	1.00	0.85
Lanes:	1.00	4.83	0.17	1.00	2.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	8313	288	1805	4681	438	1423	1900	1615	1457	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.02	0.16	0.16	0.03	0.00	0.02	0.12	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.25	0.50	0.50	0.12	0.36	0.36	0.23	0.23	0.49	0.23	0.23	0.35
Volume/Cap:	0.19	0.51	0.51	0.20	0.45	0.45	0.11	0.01	0.04	0.51	0.05	0.34
Delay/Veh:	17.7	10.1	10.1	24.4	14.7	14.7	18.3	17.7	8.1	21.3	18.0	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	10.1	10.1	24.4	14.7	14.7	18.3	17.7	8.1	21.3	18.0	14.8
LOS by Move:	B	B+	B+	C	B	B	B-	B	A	C+	B	B
HCM2kAvgQ:	1	6	6	1	4	4	1	0	0	3	0	3

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

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Level Of Service Computation Report
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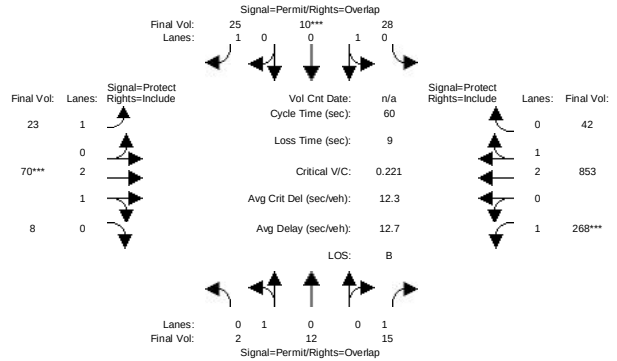
Present Day + Milpitas AM

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	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:	2	12	15	24	10	25	23	70	8	268	853	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:	2	12	15	24	10	25	23	70	8	268	853	38
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	12	15	28	10	25	23	70	8	268	853	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	12	15	28	10	25	23	70	8	268	853	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	12	15	28	10	25	23	70	8	268	853	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	12	15	28	10	25	23	70	8	268	853	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.82	0.82	0.85	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	0.14	0.86	1.00	0.74	0.26	1.00	1.00	2.69	0.31	1.00	2.86	0.14
Final Sat.:	264	1583	1615	1147	410	1615	1805	4585	524	1805	4909	242
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.02	0.02	0.15	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.68	0.17	0.17	0.44	0.27	0.17	0.17	0.52	0.41	0.41
Volume/Cap:	0.05	0.05	0.01	0.15	0.15	0.04	0.05	0.09	0.09	0.29	0.43	0.43
Delay/Veh:	21.1	21.1	3.0	21.6	21.6	9.5	16.0	21.2	21.2	8.4	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	3.0	21.6	21.6	9.5	16.0	21.2	21.2	8.4	12.8	12.8
LOS by Move:	C+	C+	A	C+	C+	A	B	C+	C+	A	B	B
HCM2kAvgQ:	0	0	0	1	1	0	0	1	1	3	5	5

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

City of Sunnyvale
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Level Of Service Computation Report
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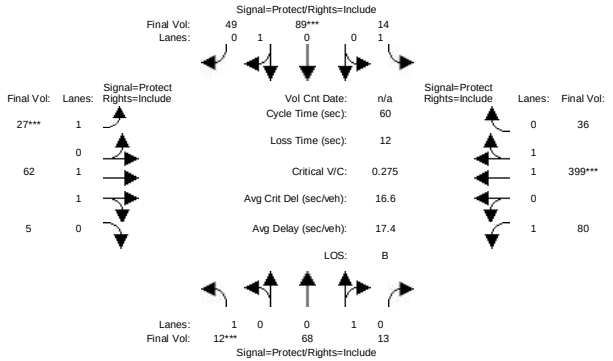
Present Day + Milpitas AM

Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	68	13	14	89	49	27	62	5	80	399	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	68	13	14	89	49	27	62	5	80	399	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	68	13	14	89	49	27	62	5	80	399	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	68	13	14	89	49	27	62	5	80	399	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	68	13	14	89	49	27	62	5	80	399	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	68	13	14	89	49	27	62	5	80	399	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	0.84	0.16	1.00	0.64	0.36	1.00	1.85	0.15	1.00	1.83	0.17
Final Sat.:	1805	1557	298	1805	1160	639	1805	3304	266	1805	3272	295
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.01	0.08	0.08	0.01	0.02	0.02	0.04	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.20	0.20	0.14	0.22	0.22	0.12	0.27	0.27	0.19	0.35	0.35
Volume/Cap:	0.06	0.22	0.22	0.06	0.35	0.35	0.13	0.07	0.07	0.23	0.35	0.35
Delay/Veh:	23.7	20.5	20.5	22.6	20.4	20.4	24.0	16.2	16.2	20.9	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	20.5	20.5	22.6	20.4	20.4	24.0	16.2	16.2	20.9	14.7	14.7
LOS by Move:	C	C+	C+	C+	C+	C+	C	B	B	C+	B	B
HCM2kAvgQ:	0	1	1	0	2	2	0	0	0	1	3	3

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

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Level Of Service Computation Report
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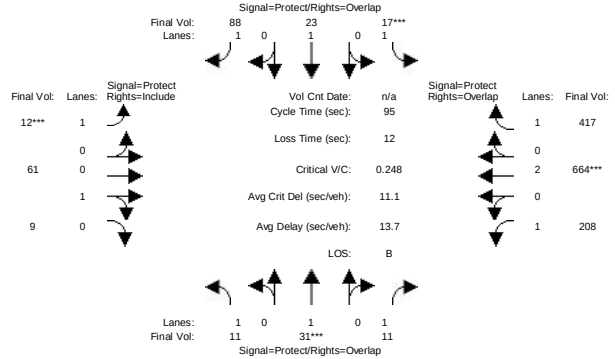
Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	31	11	17	23	88	12	61	9	208	664	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:	11	31	11	17	23	88	12	61	9	208	664	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1624	240	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.01	0.01	0.05	0.01	0.04	0.04	0.12	0.18	0.26
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.11	0.47	0.07	0.11	0.18	0.07	0.33	0.33	0.36	0.62	0.69
Volume/Cap:	0.08	0.16	0.01	0.13	0.12	0.30	0.09	0.11	0.11	0.32	0.30	0.37
Delay/Veh:	41.3	39.0	13.5	41.6	38.7	34.5	41.3	22.1	22.1	22.1	8.4	6.2
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:	41.3	39.0	13.5	41.6	38.7	34.5	41.3	22.1	22.1	22.1	8.4	6.2
LOS by Move:	D	D	B	D	D+	C-	D	C+	C+	C+	A	A
HCM2kAvgQ:	0	1	0	1	1	2	0	1	1	4	5	5

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

City of Sunnyvale
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Level Of Service Computation Report
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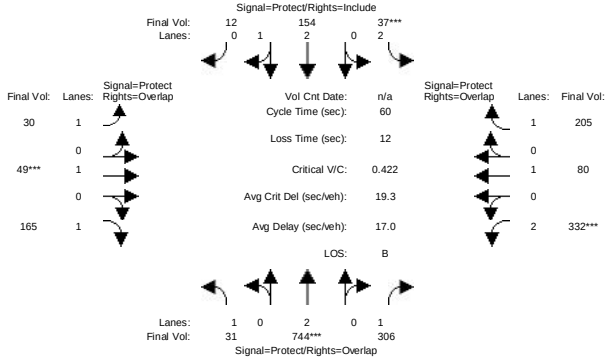
Present Day + Milpitas AM

Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	744	306	37	154	12	30	49	165	332	80	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	744	306	37	154	12	30	49	165	332	80	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	744	306	37	154	12	30	49	165	332	80	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	744	306	37	154	12	30	49	165	332	80	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	744	306	37	154	12	30	49	165	332	80	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	744	306	37	154	12	30	49	165	332	80	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	2.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	4759	371	1805	1900	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.19	0.01	0.03	0.03	0.02	0.03	0.10	0.09	0.04	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.35	0.52	0.12	0.28	0.28	0.14	0.17	0.36	0.16	0.19	0.31
Volume/Cap:	0.09	0.58	0.37	0.09	0.12	0.12	0.12	0.15	0.28	0.58	0.22	0.41
Delay/Veh:	20.0	16.5	8.9	23.8	16.3	16.3	23.0	21.6	13.9	24.8	20.7	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	16.5	8.9	23.8	16.3	16.3	23.0	21.6	13.9	24.8	20.7	16.9
LOS by Move:	B-	B	A	C	B	B	C	C+	B	C	C+	B
HCM2kAvgQ:	1	7	4	0	1	1	1	1	2	3	1	3

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

City of Sunnyvale
Sunnyvale SMaRT Station
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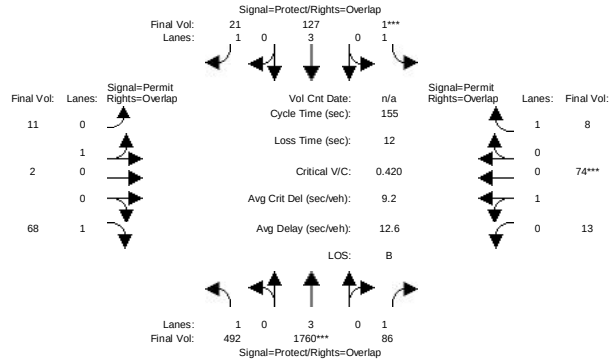
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	492	1756	86	1	123	21	11	2	68	13	74	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1756	86	1	123	21	11	2	68	13	74	8
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1760	86	1	127	21	11	2	68	13	74	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1760	86	1	127	21	11	2	68	13	74	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1760	86	1	127	21	11	2	68	13	74	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	1760	86	1	127	21	11	2	68	13	74	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.80	0.80	0.85	0.96	0.96	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.85	0.15	1.00	0.15	0.85	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1288	234	1615	273	1551	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.05	0.00	0.02	0.01	0.01	0.01	0.04	0.05	0.05	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.66	0.77	0.77	0.05	0.16	0.16	0.11	0.11	0.77	0.11	0.11	0.15
Volume/Cap:	0.41	0.44	0.07	0.01	0.16	0.08	0.08	0.08	0.05	0.44	0.44	0.03
Delay/Veh:	12.7	6.3	4.4	70.8	56.7	56.1	62.4	62.4	4.4	66.3	66.3	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:	12.7	6.3	4.4	70.8	56.7	56.1	62.4	62.4	4.4	66.3	66.3	55.9
LOS by Move:	B	A	A	E	E+	E+	E	E	A	E	E	E+
HCM2kAvgQ:	11	10	1	0	2	1	1	1	1	4	4	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
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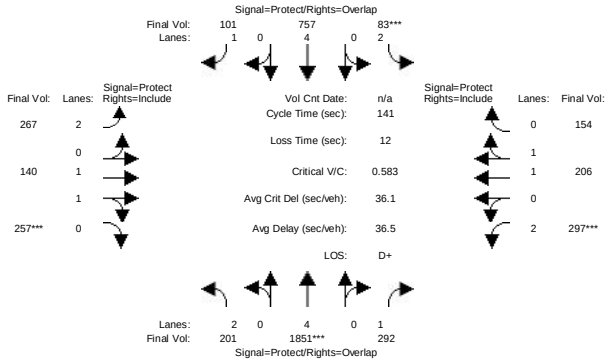
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas AM

Intersection #12: Lawrence Expy / Tasman Dr



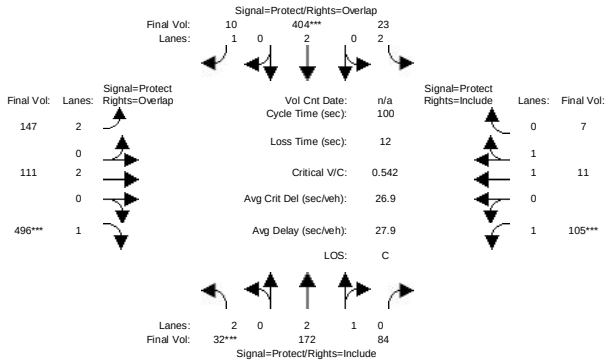
Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	201	1851	292	82	757	101	267	140	257	297	206	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:	201	1851	292	82	757	101	267	140	257	297	206	153
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1851	292	83	757	101	267	140	257	297	206	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1851	292	83	757	101	267	140	257	297	206	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1851	292	83	757	101	267	140	257	297	206	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:	201	1851	292	83	757	101	267	140	257	297	206	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.86	0.86	0.92	0.89	0.89
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.14	0.86
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	1630	1630	3502	1934	1445
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.18	0.02	0.11	0.06	0.08	0.09	0.16	0.08	0.11	0.11
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.45	0.60	0.05	0.33	0.50	0.17	0.27	0.27	0.14	0.24	0.24
Volume/Cap:	0.33	0.59	0.30	0.48	0.33	0.12	0.44	0.32	0.59	0.59	0.44	0.44
Delay/Veh:	51.4	29.0	14.1	67.3	35.6	18.7	52.9	41.5	46.3	58.3	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	29.0	14.1	67.3	35.6	18.7	52.9	41.5	46.3	58.3	46.0	46.0
LOS by Move:	D-	C	B	E	D+	B-	D-	D	D	E+	D	D
HCM2kAvgQ:	4	16	6	2	7	2	5	5	10	7	7	7

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas PM

Intersection #1: Mathilda Ave / Lockheed Martin-Java Dr



Street Name:	Mathilda Ave						Lockheed Martin - Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	172	84	23	404	10	147	111	496	105	11	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	172	84	23	404	10	147	111	496	105	11	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	172	84	23	404	10	147	111	496	105	11	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	172	84	23	404	10	147	111	496	105	11	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	172	84	23	404	10	147	111	496	105	11	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	172	84	23	404	10	147	111	496	105	11	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	2.02	0.98	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.22	0.78
Final Sat.:	3502	3314	1619	3502	3610	1615	3502	3610	1615	1805	2078	1322
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.01	0.11	0.01	0.04	0.03	0.31	0.06	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.17	0.17	0.12	0.22	0.46	0.24	0.47	0.54	0.12	0.35	0.35
Volume/Cap:	0.13	0.30	0.30	0.05	0.50	0.01	0.17	0.07	0.57	0.50	0.02	0.02
Delay/Veh:	43.9	36.3	36.3	39.0	34.5	14.4	30.1	14.4	16.0	43.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	36.3	36.3	39.0	34.5	14.4	30.1	14.4	16.0	43.5	21.5	21.5
LOS by Move:	D	D+	D+	D+	C-	B	C	B	B	D	C+	C+
HCM2kAvgQ:	0	2	2	0	6	0	2	1	10	3	0	0

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
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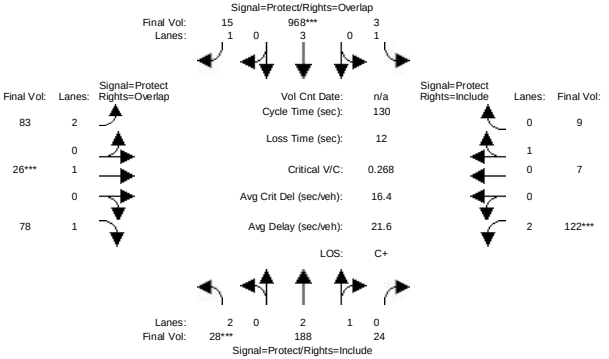
Present Day + Milpitas PM

Intersection #2: Mathilda Ave / 5th Ave



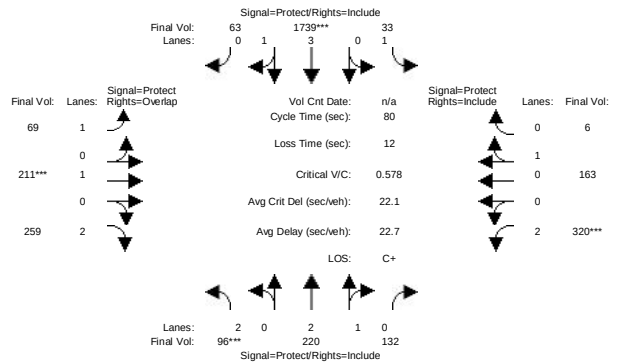
Street Name:	Mathilda Ave						5th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	188	24	3	968	15	83	26	78	122	7	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	188	24	3	968	15	83	26	78	122	7	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	188	24	3	968	15	83	26	78	122	7	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	188	24	3	968	15	83	26	78	122	7	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	188	24	3	968	15	83	26	78	122	7	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	188	24	3	968	15	83	26	78	122	7	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	1.00	0.85	0.92	0.92	0.92
Lanes:	2.00	2.66	0.34	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.44	0.56
Final Sat.:	3502	4522	577	1805	5187	1615	3502	1900	1615	3502	761	979
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.00	0.19	0.01	0.02	0.01	0.05	0.03	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.42	0.42	0.29	0.65	0.74	0.08	0.08	0.13	0.12	0.12	0.12
Volume/Cap:	0.15	0.10	0.10	0.01	0.29	0.01	0.29	0.18	0.37	0.29	0.08	0.08
Delay/Veh:	59.0	23.1	23.1	32.7	9.6	4.6	56.7	56.7	52.7	52.3	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	23.1	23.1	32.7	9.6	4.6	56.7	56.7	52.7	52.3	51.3	51.3
LOS by Move:	E+	C	C	C-	A	A	E+	E+	D-	D-	D-	D-
HCM2kAvgQ:	1	2	2	0	6	0	2	1	3	2	1	1

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

City of Sunnyvale
Sunnyvale SMaRT Station
097318106

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Present Day + Milpitas PM

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:	Mathilda Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	220	132	33	1739	63	69	211	259	320	163	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	220	132	33	1739	63	69	211	259	320	163	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	220	132	33	1739	63	69	211	259	320	163	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	220	132	33	1739	63	69	211	259	320	163	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	220	132	33	1739	63	69	211	259	320	163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	220	132	33	1739	63	69	211	259	320	163	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.91	0.95	1.00	0.75	0.92	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	3.86	0.14	1.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:	3502	3264	1632	1805	6641	241	1805	1900	2842	3502	1823	67
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.08	0.02	0.26	0.26	0.04	0.11	0.09	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.30	0.30	0.21	0.43	0.43	0.14	0.18	0.27	0.15	0.20	0.20
Volume/Cap:	0.31	0.22	0.27	0.09	0.61	0.61	0.28	0.61	0.34	0.61	0.46	0.46
Delay/Veh:	34.8	20.8	21.2	25.3	18.0	18.0	31.6	33.2	23.7	33.9	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	20.8	21.2	25.3	18.0	18.0	31.6	33.2	23.7	33.9	29.3	29.3
LOS by Move:	C-	C+	C+	C	B	B	C	C-	C	C-	C	C
HCM2kAvgQ:	1	2	3	1	9	9	2	6	3	5	4	4

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

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Level Of Service Computation Report
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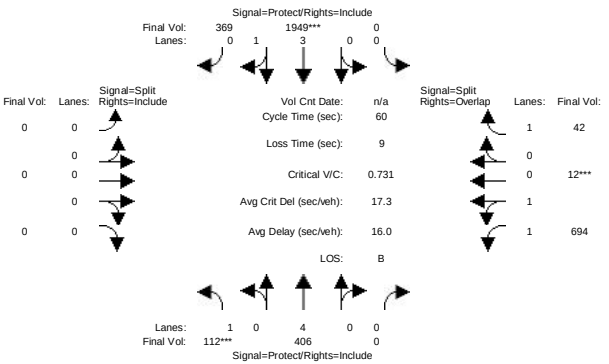
Intersection #4: Mathilda Ave / SR 237 WB Ramps



Street Name:	Mathilda Ave						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	406	0	0	1949	369	0	0	0	694	12	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	406	0	0	1949	369	0	0	0	694	12	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	406	0	0	1949	369	0	0	0	694	12	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	406	0	0	1949	369	0	0	0	694	12	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	406	0	0	1949	369	0	0	0	694	12	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	406	0	0	1949	369	0	0	0	694	12	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.85
Lanes:	1.00	4.00	0.00	0.00	3.36	0.64	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1805	6916	0	0	5675	1075	0	0	0	3216	56	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.22	0.22	0.03
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.57	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.53	0.10	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.76	0.76	0.09
Delay/Veh:	27.6	6.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	23.5	23.5	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	6.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	23.5	23.5	15.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	2	1	0	0	10	10	0	0	0	8	8	1

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

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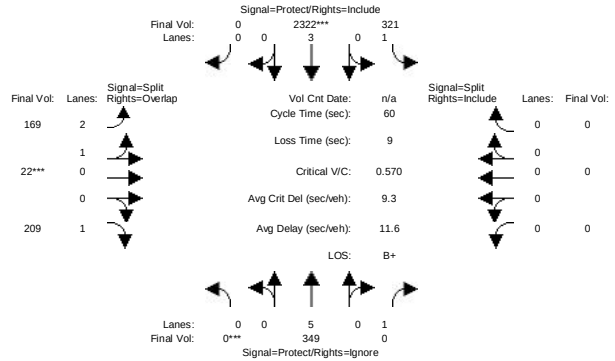
Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:	Mathild Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	349	628	321	2322	0	169	22	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	349	628	321	2322	0	169	22	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	349	628	321	2322	0	169	22	209	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	0	321	2322	0	169	22	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	349	0	321	2322	0	169	22	209	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	349	0	321	2322	0	169	22	209	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.95	0.91	1.00	0.91	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.66	0.34	1.00	0.00	0.00	0.00
Final Sat.:	0	8645	1900	1805	5187	0	4600	599	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.18	0.45	0.00	0.04	0.04	0.13	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.30	0.00	0.32	0.62	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.13	0.00	0.55	0.72	0.00	0.16	0.16	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	15.3	0.0	18.0	8.5	0.0	18.7	18.7	22.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	18.0	8.5	0.0	18.7	18.7	22.7	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	B-	B-	C+	A	A	A
HCM2kAvgQ:	0	1	0	5	11	0	1	1	4	0	0	0

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

City of Sunnyvale
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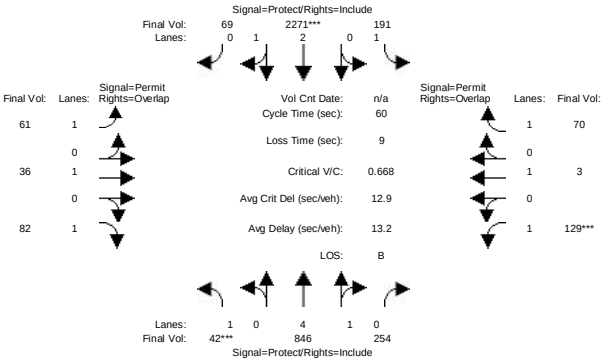
Intersection #6: Mathilda Ave / Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	846	254	191	2271	69	61	36	82	129	3	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:	42	846	254	191	2271	69	61	36	82	129	3	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	0.77	1.00	0.85	0.74	1.00	0.85
Lanes:	1.00	4.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6674	1668	1805	5014	152	1457	1900	1615	1404	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.15	0.11	0.45	0.45	0.04	0.02	0.05	0.09	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.40	0.40	0.28	0.57	0.57	0.17	0.17	0.28	0.17	0.17	0.45
Volume/Cap:	0.20	0.32	0.38	0.38	0.80	0.80	0.25	0.11	0.18	0.55	0.01	0.10
Delay/Veh:	24.4	12.3	12.7	17.8	11.9	11.9	22.3	21.4	16.4	25.8	20.9	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	12.3	12.7	17.8	11.9	11.9	22.3	21.4	16.4	25.8	20.9	9.6
LOS by Move:	C	B	B	B	B+	B+	C+	C+	B	C	C+	A
HCM2kAvgQ:	1	3	4	3	13	13	1	1	1	3	0	1

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

City of Sunnyvale
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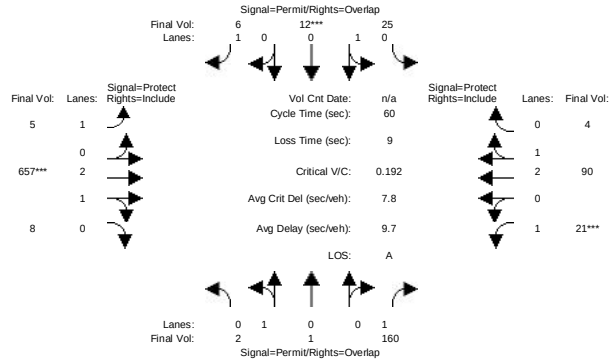
Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Borregas Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	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:	2	1	160	24	12	6	5	657	8	21	90	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	160	24	12	6	5	657	8	21	90	3
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	160	25	12	6	5	657	8	21	90	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	160	25	12	6	5	657	8	21	90	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	160	25	12	6	5	657	8	21	90	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	160	25	12	6	5	657	8	21	90	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.84	0.84	0.85	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	0.67	0.33	1.00	0.68	0.32	1.00	1.00	2.96	0.04	1.00	2.87	0.13
Final Sat.:	1129	564	1615	1080	518	1615	1805	5114	62	1805	4936	219
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.02	0.02	0.00	0.00	0.13	0.13	0.01	0.02	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.28	0.17	0.17	0.45	0.28	0.57	0.57	0.12	0.40	0.40
Volume/Cap:	0.01	0.01	0.35	0.14	0.14	0.01	0.01	0.23	0.23	0.10	0.05	0.05
Delay/Veh:	20.9	20.9	17.6	21.6	21.6	9.2	15.5	6.5	6.5	23.9	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	17.6	21.6	21.6	9.2	15.5	6.5	6.5	23.9	10.9	10.9
LOS by Move:	C+	C+	B	C+	C+	A	B	A	A	C	B+	B+
HCM2kAvgQ:	0	0	2	1	1	0	0	2	2	0	0	0

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

City of Sunnyvale
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097318106

Level Of Service Computation Report
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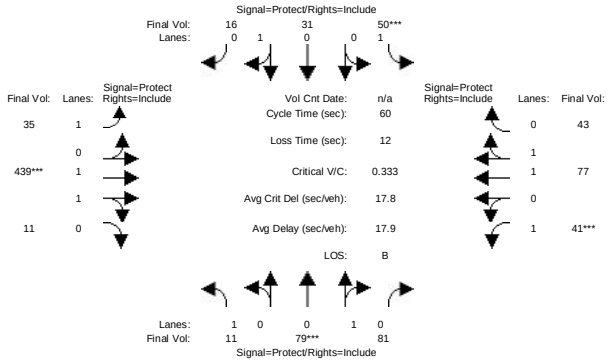
Intersection #8: Borregas Ave / Java Dr



Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	79	81	50	31	16	35	439	11	41	77	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	79	81	50	31	16	35	439	11	41	77	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	79	81	50	31	16	35	439	11	41	77	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	79	81	50	31	16	35	439	11	41	77	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	79	81	50	31	16	35	439	11	41	77	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	79	81	50	31	16	35	439	11	41	77	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90
Lanes:	1.00	0.49	0.51	1.00	0.66	0.34	1.00	1.95	0.05	1.00	1.28	0.72
Final Sat.:	1805	867	889	1805	1189	614	1805	3508	88	1805	2191	1224
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.03	0.03	0.03	0.02	0.13	0.13	0.02	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.24	0.24	0.12	0.21	0.21	0.18	0.33	0.33	0.12	0.26	0.26
Volume/Cap:	0.04	0.38	0.38	0.24	0.12	0.12	0.11	0.38	0.38	0.19	0.13	0.13
Delay/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.0
LOS by Move:	C+	B-	B-	C	B-	B-	C+	B	B	C	B	B
HCM2kAvgQ:	0	3	3	1	1	1	1	3	3	1	1	1

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

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Level Of Service Computation Report
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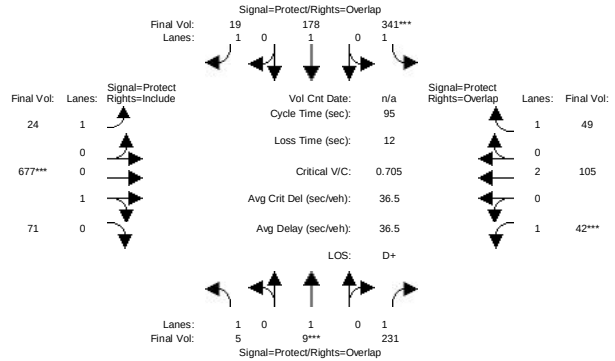
Intersection #9: Crossman Ave / Java Dr



Street Name:	Corssman Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	9	231	341	178	19	24	677	71	42	105	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:	5	9	231	341	178	19	24	677	71	42	105	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1696	178	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.19	0.09	0.01	0.01	0.40	0.40	0.02	0.03	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.11	0.18	0.22	0.19	0.42	0.22	0.47	0.47	0.07	0.32	0.54
Volume/Cap:	0.02	0.05	0.80	0.85	0.48	0.03	0.06	0.85	0.85	0.32	0.09	0.06
Delay/Veh:	35.7	38.3	51.9	50.6	35.1	16.3	29.0	29.7	29.7	43.1	22.6	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	38.3	51.9	50.6	35.1	16.3	29.0	29.7	29.7	43.1	22.6	10.2
LOS by Move:	D+	D+	D-	D	D+	B	C	C	C	D	C+	B+
HCM2kAvgQ:	0	0	9	12	5	0	1	20	20	1	1	1

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

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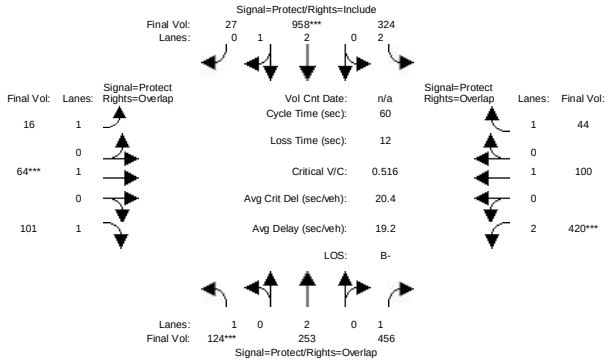
Intersection #10: Fair Oaks Ave / TasmanDr



Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	253	456	324	958	27	16	64	101	420	100	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:	124	253	456	324	958	27	16	64	101	420	100	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.91	0.91	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	3502	5025	142	1805	1900	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.28	0.09	0.19	0.19	0.01	0.03	0.06	0.12	0.05	0.03
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.26	0.45	0.18	0.32	0.32	0.15	0.17	0.28	0.20	0.22	0.39
Volume/Cap:	0.59	0.27	0.62	0.52	0.60	0.60	0.06	0.20	0.22	0.60	0.24	0.07
Delay/Veh:	29.5	18.1	14.1	23.1	17.9	17.9	21.9	21.9	16.7	23.3	19.8	11.4
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:	29.5	18.1	14.1	23.1	17.9	17.9	21.9	21.9	16.7	23.3	19.8	11.4
LOS by Move:	C	B-	B	C	B	B	C+	C+	B	C	B-	B+
HCM2kAvgQ:	3	2	7	3	6	6	0	1	2	4	1	0

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

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Level Of Service Computation Report
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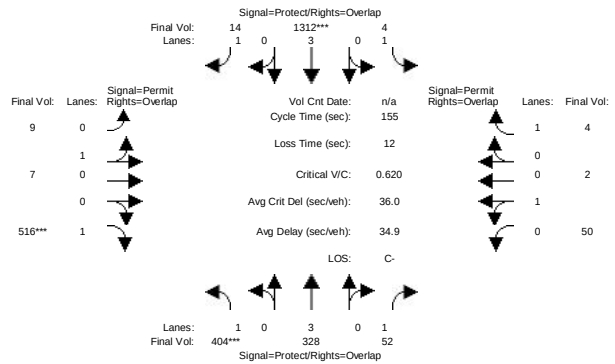
Present Day + Milpitas PM

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name:	Carribean Dr						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	404	327	52	4	1311	14	9	7	516	50	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	327	52	4	1311	14	9	7	516	50	2	4
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	328	52	4	1312	14	9	7	516	50	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	328	52	4	1312	14	9	7	516	50	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	328	52	4	1312	14	9	7	516	50	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	328	52	4	1312	14	9	7	516	50	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.91	0.91	0.85	0.76	0.76	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.56	0.44	1.00	0.96	0.04	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	976	759	1615	1387	55	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.06	0.03	0.00	0.25	0.01	0.01	0.01	0.32	0.04	0.04	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.36	0.45	0.45	0.32	0.41	0.41	0.15	0.15	0.51	0.15	0.15	0.47
Volume/Cap:	0.62	0.14	0.07	0.01	0.62	0.02	0.06	0.06	0.62	0.23	0.23	0.01
Delay/Veh:	42.7	24.9	24.1	36.3	37.0	27.4	56.1	56.1	28.2	58.1	58.1	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:	42.7	24.9	24.1	36.3	37.0	27.4	56.1	56.1	28.2	58.1	58.1	21.8
LOS by Move:	D	C	C	D+	D+	C	E+	E+	C	E+	E+	C+
HCM2kAvgQ:	16	3	1	0	18	0	1	1	17	2	2	0

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

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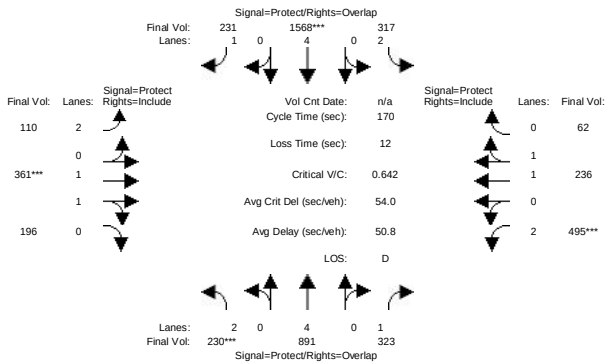
Present Day + Milpitas PM

Intersection #12: Lawrence Expy / Tasman Dr



Street Name:	Lawrence Expy						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	891	323	317	1568	231	110	361	196	495	236	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:	230	891	323	317	1568	231	110	361	196	495	236	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.30	0.70	2.00	1.58	0.42
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	2216	1203	3502	2770	728
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.20	0.09	0.23	0.14	0.03	0.16	0.16	0.14	0.09	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.27	0.49	0.19	0.35	0.51	0.15	0.25	0.25	0.22	0.32	0.32
Volume/Cap:	0.64	0.48	0.41	0.48	0.64	0.28	0.20	0.64	0.64	0.64	0.27	0.27
Delay/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.2
LOS by Move:	E-	D-	C	E	D	C	E	E+	E+	E	D	D
HCM2kAvgQ:	7	11	10	8	19	7	2	13	13	13	6	6

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

Attachment C

Sunnyvale SMaRT Station Queuing Summary

Scenarios Analyzed	Turning Movement	Mathilda Ave																Java Dr						Fair Oaks Ave			Caribbean Dr						Lawrence Expy		
		Lockheed Martin Way #1			5th Ave #2			W Moffett Park Dr #3			WB SR-237 Ramps #4			EB SR-237 Ramps #5			Ross Dr #6			Borregas Ave #8			Crossman Ave #9			Tasman Dr #10			Borregas Ave #7			Moffett Park Dr #11			Tasman Dr #12		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Present-Day Traffic	EBL	240	<25	47				320	<25	44							75	<25	30	180	<25	<25	180	<25	<25	150	<25	<25	100	<25	<25				350	130	61
	EBR	240	<25	260											<25	<25	35	<25	31				60	34	**507**	90	59	39				35	<25	**435**			
	WBL	315	44	76				270	36	121							35	**86**	**78**	400	30	<25	360	105	29	400	74	93	95	73	<25				420	173	315
	WBR										305	<25	<25				35	**71**	<25				320	124	<25							60	<25	<25			
	NBL	270	80	<25	400	<25	<25										130	34	<25	195	<25	<25				295	<25	81				690	266	397	220	101	172
	NBR	50	59	61										255	<25	<25							25	<25	**217**	295	90	184	45	<25	57	135	<25	34	190	151	**261**
	SBL	175	<25	<25	220	<25	<25	150	<25	<25							100	<25	67	275	<25	<25	110	<25	**309**	215	<25	69	95	<25	<25	200	<25	<25	210	60	195
	SBR	195	144	<25	210	50	<25																50	61	<25							90	<25	<25	195	56	166
Present-Day Plus Milpitas Truck Traffic	EBL	240	<25	47				320	<25	44							75	<25	30	180	<25	<25	180	<25	<25	150	<25	<25	100	<25	<25				350	130	61
	EBR	240	<25	260											<25	<25	35	<25	31				60	34	**507**	90	59	39				35	<25	**435**			
	WBL	315	44	76				270	36	121							35	**86**	**78**	400	30	<25	360	105	29	400	74	93	95	73	<25				420	173	315
	WBR										305	<25	<25				35	**71**	<25				320	124	<25							60	<25	<25			
	NBL	270	80	<25	400	<25	<25										130	34	<25	195	<25	<25				295	<25	81				690	266	397	220	101	172
	NBR	50	59	61										255	<25	<25							25	<25	**217**	295	90	184	45	<25	57	135	<25	34	190	151	**261**
	SBL	175	<25	<25	220	<25	<25	150	<25	<25							100	<25	67	275	<25	<25	110	<25	**309**	215	<25	69	95	<25	<25	200	<25	<25	210	61	195
	SBR	195	144	<25	210	50	<25																50	61	<25							90	<25	<25	195	56	166

Note: Locations where the queue length exceeds the link storage by 25 feet or more are shown in shaded cells.

Kimley»Horn