

Little Tree Montessori School Sunnyvale Campus

SUNNYVALE, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

FINAL REPORT

Prepared For

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

March 4, 2014

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1 Introduction

This report presents the transportation impact analysis for the development of a new Montessori School at 420 S. Pastoria Avenue in the City of Sunnyvale. The project will be located in an existing 16,587 square foot building that has previously been used as office space and is currently vacant. **Figure 1** shows the location of the project site with respect to the local road network.

The purpose of this analysis is to identify potentially significant impacts of the proposed project to the transportation system. This study followed the guidelines and procedures of the City of Sunnyvale and the Valley Transportation Authority (VTA), the Santa Clara County Congestion Management Agency (CMA).

1.1 Project Description

The Project involves a Use Permit application to convert an existing office building to a Montessori School providing day care services as well as preschool and kindergarten classes. The school will have a maximum enrollment of 188 pupils with a staff of 18 people. The analysis of impacts to the transportation system documented in this study is based on the applicant's operating plan described in detail in Section 4.

Access to the project site is currently provided by three driveways on Pastoria Avenue, which for the purposes of this report are referred to as North Driveway, Middle Driveway, and South Driveway. **Figure 2** shows the project site plan.

1.2 Scope of Work

This traffic impact analysis includes an assessment of intersection traffic operations during the typical weekday AM and PM peak commute hours at the following intersections:

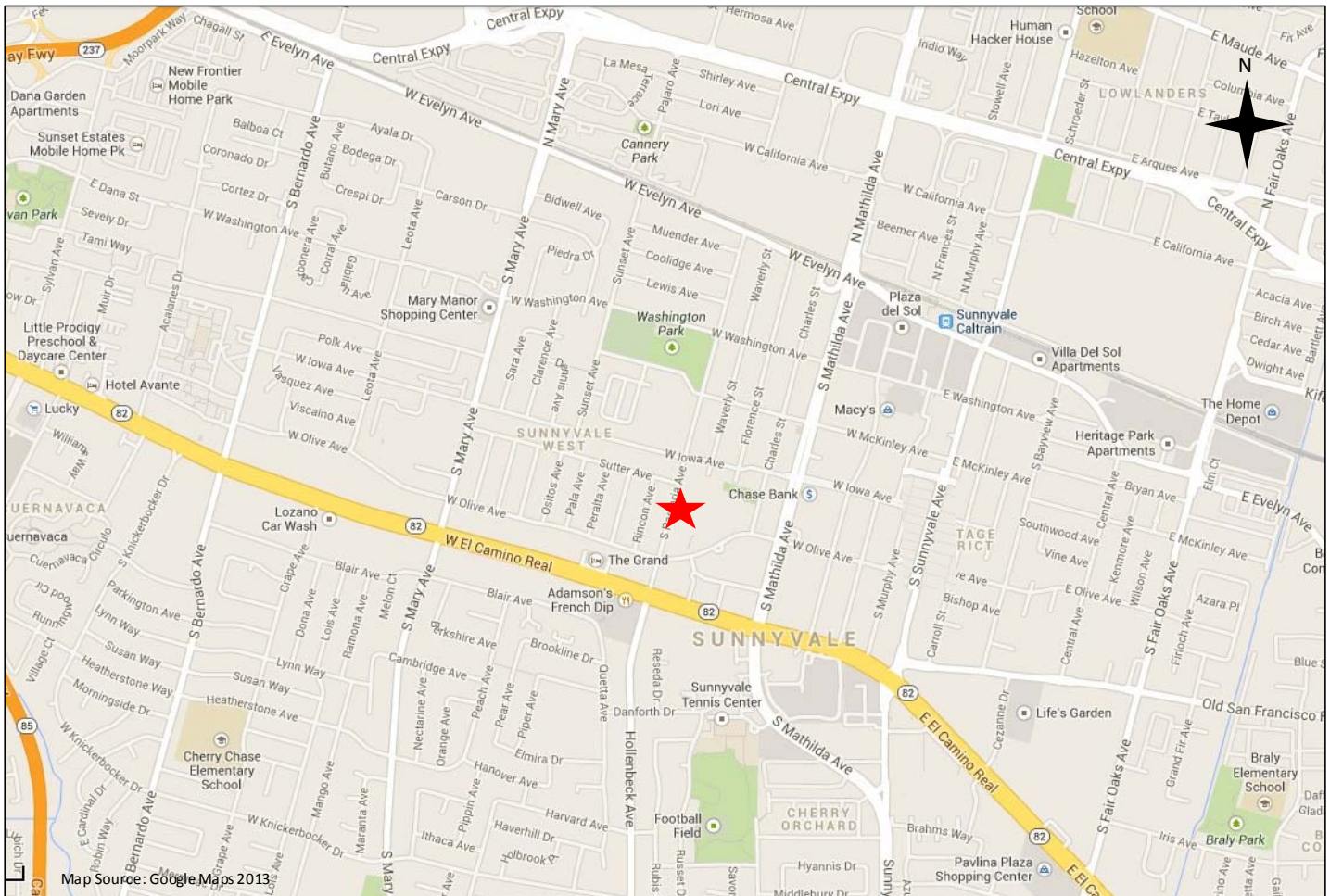
Study Intersections

1. Pastoria Avenue / Iowa Avenue
2. Pastoria Avenue / Sutter Avenue
3. Pastoria Avenue / Olive Avenue
4. Pastoria Avenue-Hollenbeck Avenue / El Camino Real (Rte. 82)
5. Mathilda Avenue / Iowa Avenue
6. Mathilda Avenue / El Camino Real (Rte. 82)
7. Mary Avenue / Iowa Avenue
8. Mary Avenue / El Camino Real (Rte. 82)

A map of the study intersections is provided in **Figure 3**. The traffic conditions analyzed for this study are described below.



Figure 1
Project Location Map



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Project Location 

Figure 2
Project Site Plan

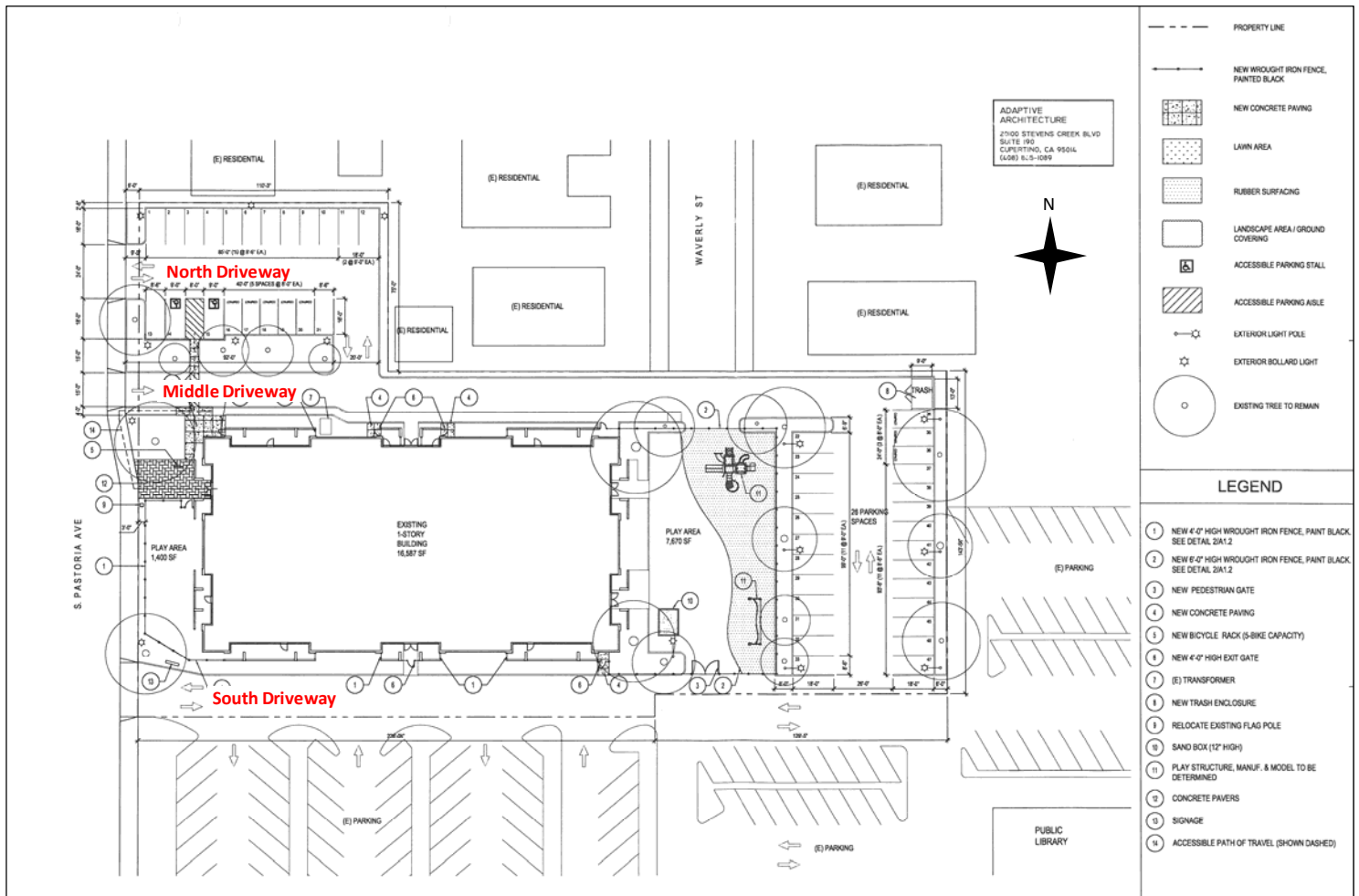
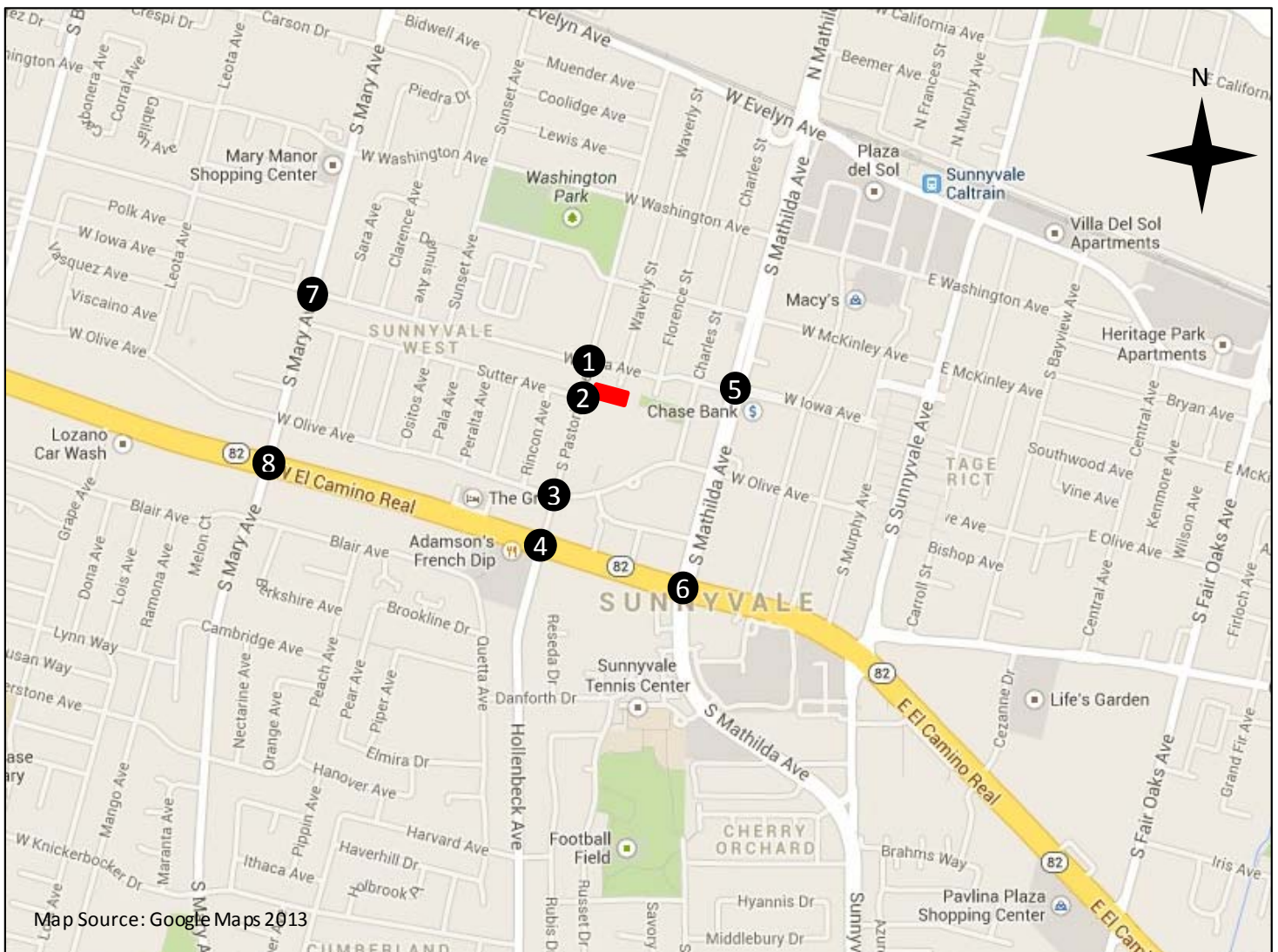


Figure 3
Project Study Intersections



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Project Site ■

Study Intersection X

The Existing Conditions section provides a description of the existing roadway network, transit service and bikeways that serve the project site. Existing traffic volumes are presented and existing intersection operations are described.

1. Background Conditions (Existing + Approved But Not Yet Built Projects)

This study scenario evaluates background conditions that are based on the sum of existing trips and trips from approved but not yet built developments in the area.

2. Background + Project Conditions (Existing + Approved But Not Yet Built Projects + Project)

This study scenario evaluates the addition of the estimated project generated trips to the background conditions. This section of the report would identify project impacts, if any, and feasible mitigation measures to reduce impacts to insignificant levels.

3. Cumulative Conditions

This study scenario evaluates near-term cumulative analysis conditions using the growth factors below to reach year 2018 conditions. This section of the report identifies cumulative impacts, if any, and feasible mitigation measures to reduce cumulative impacts to less than significant levels.

Arterial Streets – 2% (AM Peak Hour) and 1.75% (PM Peak Hour)

Collector Streets – 2.28% (AM Peak Hour) and 2.34% (PM Peak Hour)

Local Streets – 0.5% (AM and PM Peak Hours)

1.3 Traffic Operation Evaluation Methodologies and LOS Standards

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

The City of Sunnyvale has established LOS D as the general threshold for acceptable traffic operations for signalized intersections. The City's minimum threshold for CMP intersections and intersections on CMP designated roadways is LOS E. The Mathilda Avenue / El Camino Real and Mary Avenue / El Camino Real intersections are CMP intersections and the Hollenbeck-Pastoria Avenue / El Camino Real and Mathilda Avenue / Iowa Avenue intersections are on CMP roadways. Therefore, the maximum acceptable level of service for these intersections is LOS E. The City of Sunnyvale does not have a formally adopted minimum threshold for unsignalized intersections. For the purposes of this report a minimum threshold of LOS E in combination with the Caltrans peak-hour signal warrant was used.

2 Existing Traffic Conditions

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

2.1 Local Road Network

The project is located north of El Camino Real (Rte. 82) and east of S. Pastoria Avenue at 420 S. Pastoria Avenue. The following roadways provide either regional or local access to the project site.

El Camino Real (Rte. 82) is an east-west arterial in the vicinity of the project. It extends south towards San Jose and north towards San Francisco providing a major thoroughfare in the South Bay Area and the Peninsula. It provides three lanes in each direction as it traverses the City of Sunnyvale. The posted speed limit is 40 miles per hour (mph).

El Camino Real is under the jurisdiction of the state and is a route of regional significance in the Congestion Management Program (CMP). The CMP is administered by the Santa Clara Valley Transportation Authority (VTA).

Mathilda Avenue is an arterial that extends through Sunnyvale in a north-south orientation beginning at Sunnyvale-Saratoga Road and terminating at Caribbean Drive. In the vicinity of the project (between El Camino Real and Olive Avenue) Mathilda Avenue provides three lanes in each direction with on-street parking permitted on the east side of the street and prohibited on the west side of the street. Between Olive Avenue and Washington Avenue, there are four northbound lanes and three southbound lanes, with on-street parking prohibited on both sides of the street. The posted speed limit is 35 miles per hour (mph).

Mary Avenue is a north-south arterial extending from Almanor Avenue in Sunnyvale south to Homestead Road in Cupertino. In the vicinity of the project (between El Camino Real and Iowa Avenue) Mary Avenue provides two lanes in each direction with on-street parking permitted on both sides of the street. The posted speed limit is 35 miles per hour (mph).

S. Pastoria Avenue is a two-lane north-south residential collector adjacent to the project site. S. Pastoria Avenue transitions from two lanes to four lanes south of Olive Avenue. On-street parking is permitted on the west side of the street and prohibited on the east side of the street in the vicinity of the project site. South of El Camino Real, the road becomes Hollenbeck Avenue. The posted speed limit on S. Pastoria Avenue is 25 miles per hour (mph).

Iowa Avenue is a two-lane east-west residential collector with on-street parking permitted in the vicinity of the project. The posted speed limit is 25 miles per hour (mph).

Olive Avenue is a two-lane east-west local street west of Mathilda Avenue and a two-lane east-west residential collector between Mathilda Avenue and Fair Oaks Avenue. On-street parking is permitted on Olive Avenue. The posted speed limit is 25 miles per hour (mph).

Sutter Avenue is a two-lane east-west local street that runs between Pastoria Avenue and Mary Avenue. Parking is permitted on both sides of Sutter Avenue. The posted speed limit is 25 miles per hour (mph).

2.2 Bicycle and Pedestrian Facilities

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

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

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

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

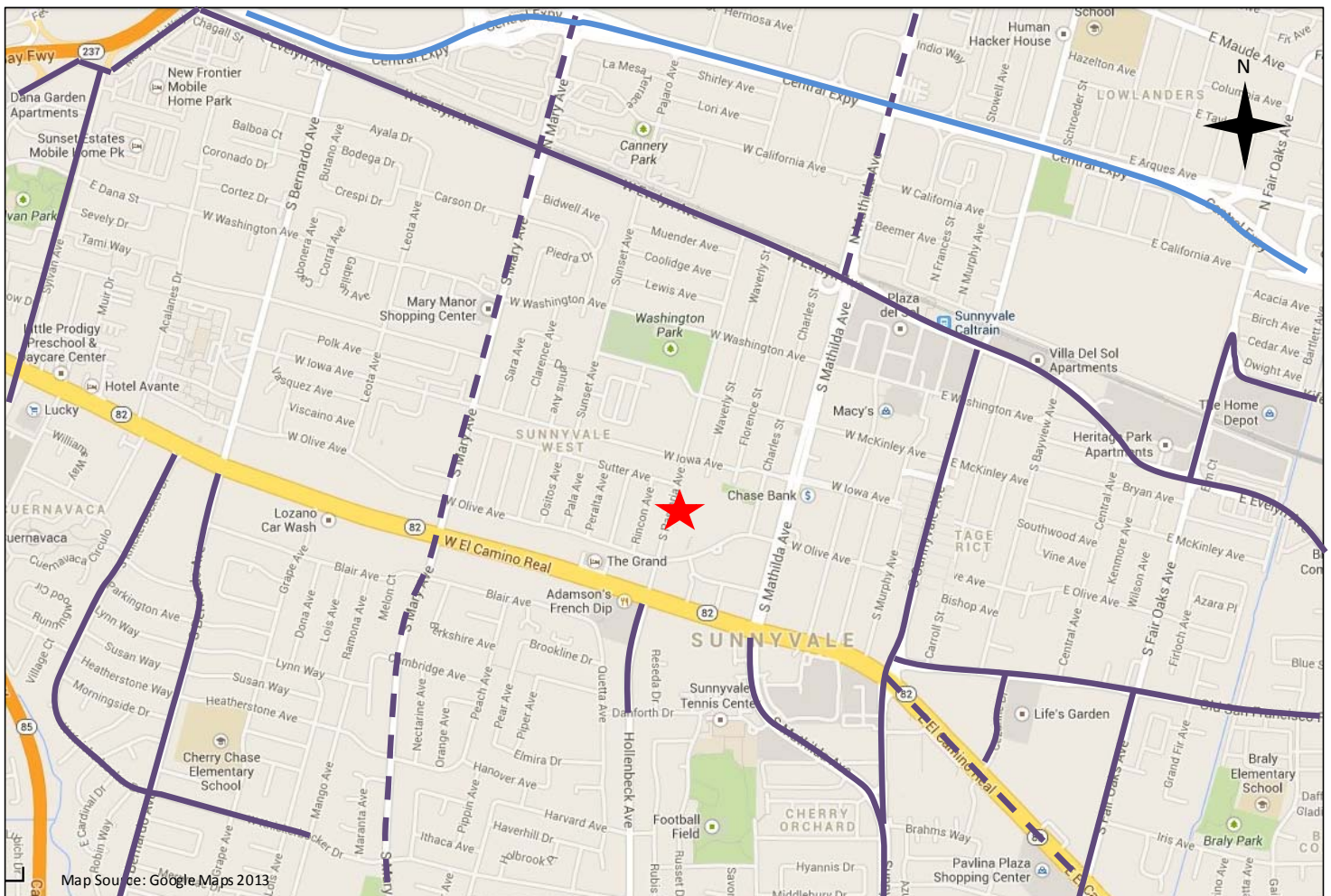
In the vicinity of the project site, Class II Bike Lanes are currently provided on Evelyn Avenue, Hollenbeck Avenue between El Camino Real and Danforth Drive, and on Mathilda Avenue between El Camino Real and Sunnyvale-Saratoga Road. Class II Bike Lanes are also provided on Sunnyvale Avenue, Sunnyvale-Saratoga Road, Bernardo Avenue south of El Camino Real, and Knickerbocker Avenue between El Camino Real and Mango Avenue.

Class II Bike Lanes are proposed for El Camino Real between Sunnyvale Avenue and Fair Oaks Avenue, Mary Avenue between Maude Avenue and Fremont Avenue, and Mathilda Avenue between Evelyn Avenue and Maude Avenue in the City of Sunnyvale's General Plan. Central Expressway has the classification of "Bicycle Accommodation", which indicates that bicyclists are permitted on the shoulder of the expressway. **Figure 4** shows a map of existing and proposed bicycle facilities in the vicinity of the project as provided in the City's General Plan.

Pedestrian sidewalks are provided on all streets in the vicinity of the project including Pastoria Avenue, Iowa Avenue, Olive Avenue, Sutter Avenue, Mathilda Avenue, and El Camino Real. Pedestrian crosswalks are provided at each study intersection.



Figure 4
Bicycle Facilities in Project Vicinity



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Existing Class II Bike Lane —————
Proposed Class II Bike Lane - - - - -
Bicycle Accommodation —————

Project Location ★

2.3 Transit Services

Santa Clara Valley Transportation Authority (VTA) operates numerous transit routes and modes within Santa Clara County. VTA currently operates Bus Routes 22, 53, and 54 within the vicinity of the project. The bus stops closest to the project site are located at the Pastoria Avenue / El Camino Real intersection (Route 22), the Pastoria Avenue / Washington Avenue intersection (Route 53), and on Olive Avenue at Charles Street and All America Way (Route 54). Each of these bus stops is within approximately three-tenths of a mile from the project site.

VTA Bus Route 54 directly serves the Lockheed Martin Light Rail Station, which is three miles from the project site, and the Sunnyvale Transit Center, which is less than one mile from the project site. The bus stop for Route 54 is about a four minute walk from the project site. Below are descriptions of the individual routes. **Figure 5** shows VTA transit routes in the vicinity of the project.

Route 22 is a “core” bus route which provides weekday and weekend service between the Palo Alto Transit Center (Palo Alto) and the Eastridge Transit Center (San Jose) via El Camino Real. The route travels along El Camino Real in the project vicinity and stops near the El Camino Real/Pastoria-Hollenbeck Avenue intersection, which is about one-quarter of a mile from the project site. The route has headways of about 10 to 15 minutes.

Route 53 is a “local” bus route which provides service between West Valley College (in Saratoga) and the Sunnyvale Transit Center. This route only operates during the weekday commute times. The route travels along Washington Avenue within the project area and stops at the Pastoria Avenue/Washington Avenue intersection, which is about one-third of a mile from the project site. The route has headways of about one hour.

Route 54 is a “local” bus route which provides weekday and weekend service between the Lockheed Martin Transit Center (in Sunnyvale) and De Anza College (in Cupertino). The route travels along Hollenbeck, Pastoria, Olive and Mathilda Avenues within the project area with stops on Olive Avenue at All America Way and Charles Street and near the Mathilda Avenue/Iowa Avenue intersection (all approximately one-third of a mile from the project site). The weekday routes have headways of about 30 minutes, and the weekend routes have headways of about one hour.

Existing load factors, which represent the average number of users per trip divided by the capacity of each transit vehicle, were provided by VTA. Load factors in excess of 1.0 indicate a transit vehicle is over capacity. The peak load factor for Light Rail Line 902 is 0.42. The peak load factors for Bus Routes 22, 53 and 54 are 0.39, 0.61, and 0.45, respectively. These are all well below capacity.

2.4 Existing Traffic Data

The evaluation of intersection operating conditions is based upon the highest one-hour traffic volumes observed during the morning and evening peak commute periods. To establish existing traffic conditions, intersection traffic counts were collected during the weekday AM (i.e. 7:00 – 9:00am) and PM (i.e. 4:00 – 6:00pm) peak periods at the study intersections. The traffic count data is provided in **Appendix B**. The peak one-hour intersection turning movement volumes were identified for each intersection and are displayed in **Figure 6**.

Figure 5
VTA Transit Routes in Project Vicinity



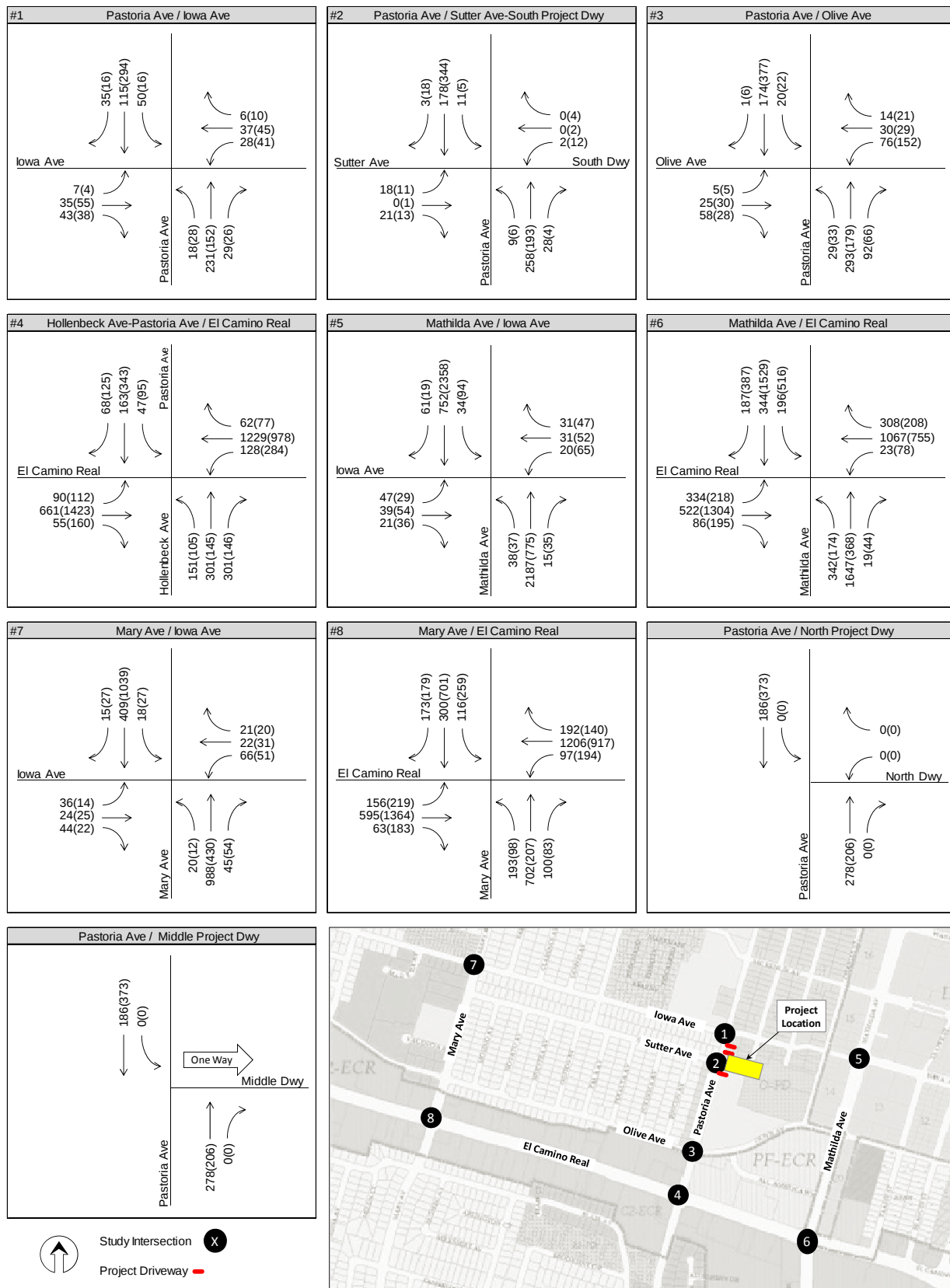
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Project Location ★

- 35 Local Bus Routes
- 48 Community Bus Routes
- 304 Limited Stop Bus Routes

- 101 Express Bus Routes
- 522 Rapid 522
- 35 Route Terminus (final destination of specific route)

Figure 6
Existing Conditions Intersection Peak Hour Volumes



2.5 Existing Conditions Intersection Operations

Intersection levels of service for existing traffic conditions are summarized in **Table 1**. The LOS calculation worksheets for the study intersections, under existing conditions, are included in **Appendix C**. According to current LOS standards (both VTA's and the City's standards), all study intersections operate at an acceptable level of service and no improvements are warranted.

All of the study intersections operate at LOS D or better during the AM and PM peak hours, which are acceptable traffic operations. In addition, the two unsignalized study intersections do not meet the Caltrans peak hour signal warrant under existing conditions. Caltrans peak hour signal warrants are included in **Appendix J**.

2.6 Field Observations

Field observations were performed on various days in September 2013 at the study intersections and on roadways in the vicinity of the project site. Generally the calculated levels of service are consistent with the observed field observations during both the AM and PM peak periods. In addition, the queues at all the study intersections generally cleared in one cycle length.

In general there is heavy traffic on the arterials of El Camino Real and Mathilda Avenue during both peak periods. However, there are clearly higher vehicles volumes during the PM peak period compared with the AM peak period. Conversely, it was observed that there were a higher number of pedestrians and bicyclists on Pastoria Avenue during the AM peak period. It was assumed that most of these trips were associated with Cumberland Elementary School located south of El Camino Real on Cumberland Avenue. A number of school age children with parents were observed walking and riding bicycles to and from the school during the AM peak period.



Table 1
Existing Conditions Levels of Service

N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions			
					AM Peak Hr		PM Peak Hr	
					Delay (sec)	LOS	Delay (sec)	LOS
1	Pastoria Avenue	Iowa Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	5.8 A	12.0 B	
2	Pastoria Avenue	Sutter Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign (Overall) (Worst Approach)	E	1.3 A 14.4 B	1.1 A 14.1 B	
3	Pastoria Avenue	Olive Avenue	NB 1-L/T, 1-T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	E	10.7 B	13.5 B	
4	Hollenbeck Avenue-Pastoria Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-R EB 1-L, 2-T, 1-T/R WB 2-L, 2-T, 1-T/R	Signal	E	29.9 C	31.4 C	
5	Mathilda Avenue	Iowa Avenue	NB 1-L, 3-T, 1-T/R SB 2-L, 2-T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	13.5 B	17.5 B	
6	Mathilda Avenue	El Camino Real	NB 2-L, 2-T, 1-T/R SB 2-L, 3-T, 1-R EB 2-L, 2-T, 1-T/R WB 1-L, 3-T, 1-R	Signal	E	47.5 D	41.9 D	
7	Mary Avenue	Iowa Avenue	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	13.7 B	12.0 B	
8	Mary Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 3-T, 1-R WB 1-L, 3-T, 1-R	Signal	E	36.9 D+	41.4 D	

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. General overall LOS standard for signalized City intersections is LOS D.
5. Overall LOS standard for CMP intersections and intersections on CMP roadways is LOS E.
6. LOS E was used as the minimum threshold for unsignalized intersections.

3 Background No Project Traffic Conditions

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

3.1 Background No Project Conditions Traffic Volumes

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

The trips generated by the approved but not yet built projects were assigned to the road network and combined with the existing peak hour volumes to achieve Background No Project Conditions traffic volumes. The Background No Project Conditions peak hour volumes are shown in **Figure 7**.

3.2 Background No Project Conditions Intersection Operations

Intersection levels of service under Background No Project Conditions are shown in **Table 2**. The LOS calculation worksheets for the study intersections, under Background No Project Conditions, are included in **Appendix F**.

Under Background No Project Conditions, all study intersections would operate within acceptable level of service ranges. No improvements would be warranted under Background No Project Conditions at the study intersections based on overall intersection traffic operations. In addition, the two unsignalized study intersections are not projected to meet the Caltrans peak hour signal warrant under Background No Project Conditions. Caltrans peak hour signal warrants are included in **Appendix J**.



Figure 7
Background No Project Conditions Intersection Peak Hour Volumes

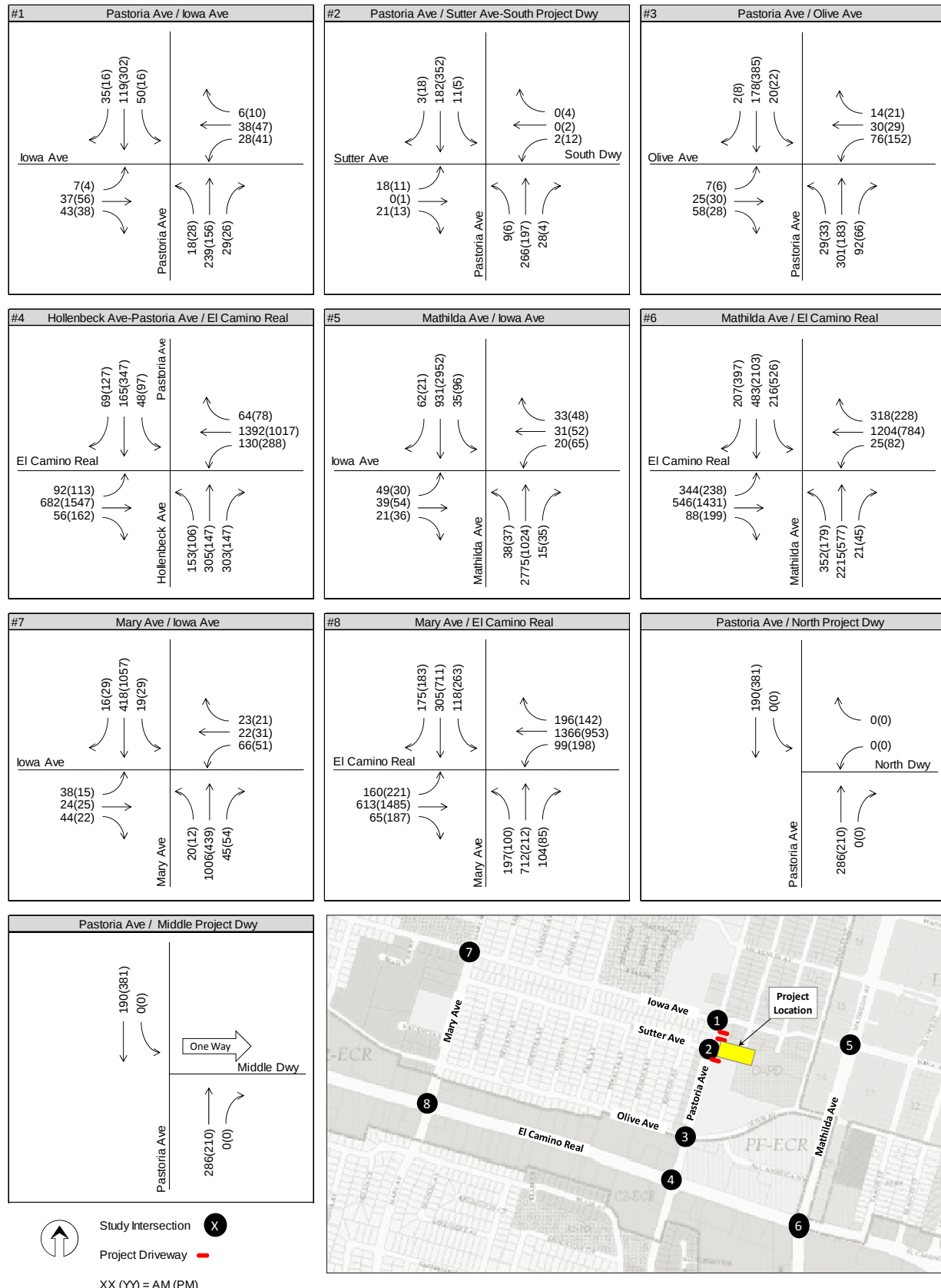


Table 2
Background No Project Conditions Levels of Service

N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Background No Project Conditions			
					AM Peak Hr		PM Peak Hr	
					Delay (sec)	LOS	Delay (sec)	LOS
1	Pastoria Avenue	Iowa Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	5.8 A	12.0 B	
2	Pastoria Avenue	Sutter Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign (Overall) (Worst Approach)	E	1.3 A 14.6 B	1.1 A 14.3 B	
3	Pastoria Avenue	Olive Avenue	NB 1-L/T, 1-T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	E	10.9 B	13.9 B	
4	Hollenbeck Avenue- Pastoria Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-R EB 1-L, 2-T, 1-T/R WB 2-L, 2-T, 1-T/R	Signal	E	30.0 C	31.2 C	
5	Mathilda Avenue	Iowa Avenue	NB 1-L, 3-T, 1-T/R SB 2-L, 2-T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	13.8 B	17.4 B	
6	Mathilda Avenue	El Camino Real	NB 2-L, 2-T, 1-T/R SB 2-L, 3-T, 1-R EB 2-L, 2-T, 1-T/R WB 1-L, 3-T, 1-R	Signal	E	55.4 E+	45.5 D	
7	Mary Avenue	Iowa Avenue	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	13.7 B	12.0 B+	
8	Mary Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 3-T, 1-R WB 1-L, 3-T, 1-R	Signal	E	37.3 D+	42.1 D	

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. General overall LOS standard for signalized City intersections is LOS D.
5. Overall LOS standard for CMP intersections and intersections on CMP roadways is LOS E.
6. LOS E was used as the minimum threshold for unsignalized intersections.

4 Background Plus Project Traffic Conditions

This section of the report describes the analyses of the study road network under Background plus Project Conditions. The project trip generation, trip distribution and trip assignment are also described in this section.

4.1 Significance Criteria

The City of Sunnyvale has established criteria to determine the level of significance of traffic impacts based on standards set forth by the Sunnyvale General Plan and the Santa Clara County CMP. The following significance criteria were applied to evaluate traffic impacts to the non-CMP signalized study intersections:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
2. For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

For unsignalized intersections the following significance criteria was applied to evaluate traffic impacts:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F and the Caltrans Peak-Hour Signal Warrant is met, or
2. Project-generated traffic is added to intersections already operating unacceptably and the Caltrans Peak-Hour Signal Warrant is met.

The Mathilda Avenue / El Camino Real and Mary Avenue / El Camino Real intersections are CMP intersections and the Hollenbeck-Pastoria Avenue / El Camino Real and Mathilda Avenue / Iowa Avenue intersections are located on CMP roadways. These intersections are therefore subject to the CMP significance criteria. LOS E is an acceptable operating condition for CMP intersections and the following significance criteria were applied to evaluate traffic impacts these intersections:

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

4.2 Project Trip Generation

Project trip generation was originally estimated based on the Institute of Transportation Engineers' (ITE) *Trip Generation* handbook, 9th Edition, 2012 and reviewed by City staff. The trip generation estimates based on ITE published rates for the Day Care Center land use were compared to project trip generation estimates based on operational information provided by the project applicant, which includes the school's proposed staggered class schedules. The trip generation estimate based on the project's operational information is approximately 32% higher during the AM peak hour and 9% higher during the PM peak hour than the estimate using ITE rates. The project is projected to generate 790 daily trips, of which 204 will be generated during the AM peak hour and 170 will be generated during the PM peak hour. The project trip generation estimate is provided in **Table 3**. The project applicant is proposing to operate the school as follows:

- Rooms 1&3 (Full Day Preschool): 8:00 am to 5:30 pm
- Rooms 5&7 (Full Day Preschool): 9:00 am to 6:00 pm
- Room 2 (Full Day Toddler): 9:30 am to 5:30 pm
- Room 6 (Kindergarten): 8:30 am to 3:00 pm
- Rooms 8&9 (Half Day Preschool): 9:15 am to 12:00 pm

Note: Room 4 will be an activity room that will be used at various times by the pupils that are assigned to the rooms listed above.

Table 3
Project Trip Generation

TRIP GENERATION RATES (per Student) ¹	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Montessori School	N/A	4.20	1.09	26%	53%	47%	0.90	22%	49%	51%

PROPOSED USE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Montessori School	188 Students	790	204	26%	108	96	170	22%	84	86

Notes:

1. Trip generation developed based on operational information provided by client.
2. Trip generation represents trips generated by the project during the street peak hours..

4.3 Project Trip Distribution and Assignment

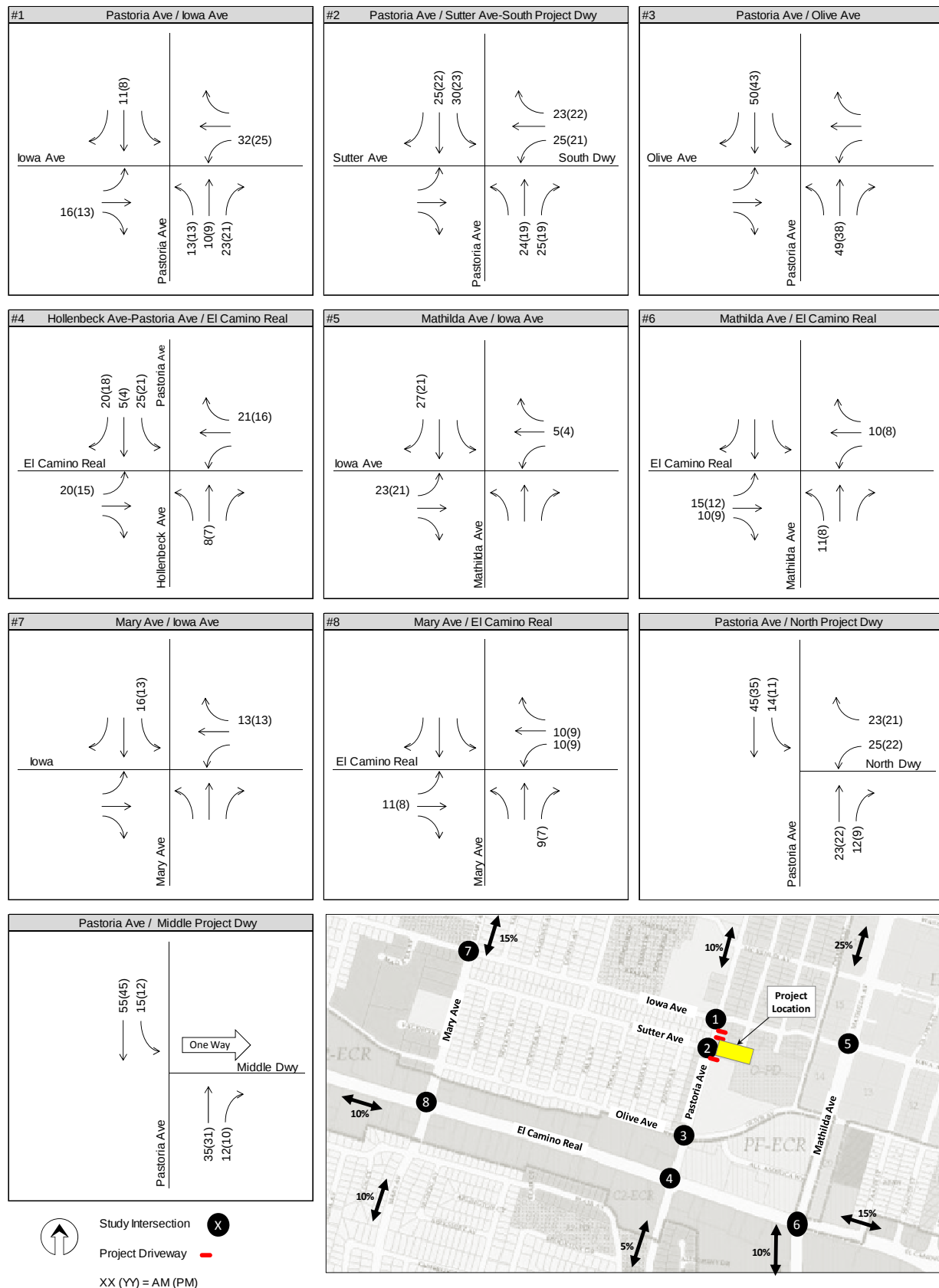
Access to the project site will be provided from three driveways on Pastoria Avenue. The trip distribution for the proposed project was based on existing land use and travel patterns in the study area and engineering judgment. The following trip distribution pattern was used to assign the trips generated by the project to the local road network:

From the west via El Camino Real	10%
From the north via Mary Avenue	15%
From the north via Pastoria	10%
From the north via Mathilda Avenue	25%
From the south via Mary Avenue	10%
From the south via Hollenbeck Avenue	5%
From the south via Mathilda Avenue	10%
From the east via El Camino Real	<u>15%</u>
Total	100%

The trip distribution pattern presented above was used to assign the trips generated by the proposed project to the local street network. **Figure 8** shows the assignment of AM and PM peak hour project generated trips to the local road network as well as the trip distribution pattern.



Figure 8
Project Trip Distribution & Assignment



4.4 Background Plus Project Intersection Operations

The project trip assignment was combined with Background Conditions traffic volumes to obtain Background Plus Project traffic volumes. These volumes are shown in **Figure 9**.

The LOS calculation worksheets for the study intersections under background plus project conditions are included in **Appendix G**. Intersection levels of service under Background Plus Project conditions are shown in **Table 4**.

Under Background Plus Project Conditions, all study intersections will operate at acceptable conditions. The trips added by the project to the study intersections would not significantly impact traffic operations at these intersections based on the Background Plus Project Conditions analysis. In addition, the two unsignalized study intersections are not projected to meet the Caltrans peak hour signal warrant under Background Plus Project Conditions. Caltrans peak hour signal warrants are included in **Appendix J**.

Based on the projected land use and proposed operations, the project is not expected to generate a substantial amount of pedestrian, bicycle, or transit trips.

Existing load factors, which represent the average number of users per trip divided by the capacity of each vehicle, were provided by VTA. Load factors in excess of 1.0 indicate a vehicle is over capacity. The peak load factor for Light Rail Line 902 is 0.42. The peak load factors for Bus Routes 22, 53 and 54 are 0.39, 0.61, and 0.45, respectively. These are all well below their capacities, and transit trips generated by the proposed project would not create a significant impact.



Figure 9
Background Plus Project Conditions Intersection Peak Hour Volumes

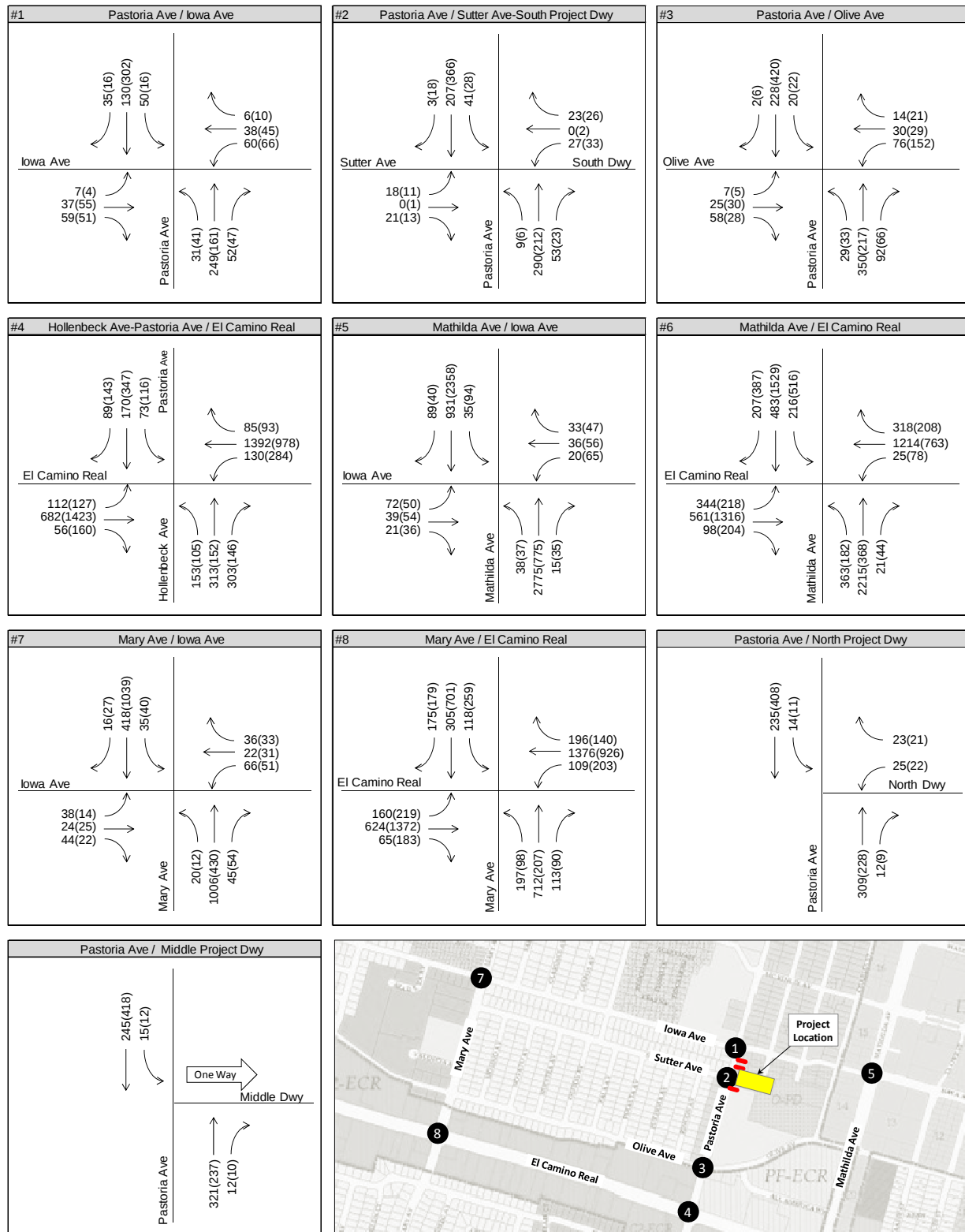




Table 4
Background Plus Project Conditions Levels of Service

N-S Street E-W Street			Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Background No Project Conditions				Background + Project Conditions			
						AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Pastoria Avenue	Iowa Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	5.8	A	12.0	B	6.1	A	12.8	B
2	Pastoria Avenue	Sutter Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign (Overall) (Worst Approach)	E	1.3 14.6	A B	1.1 14.3	A B	2.6 15.8	A C	2.1 15.8	A C
3	Pastoria Avenue	Olive Avenue	NB 1-L/T, 1-T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	E	10.9	B	13.9	B	11.9	B	16.0	C
4	Hollenbeck Avenue-Pastoria Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-R EB 1-L, 2-T, 1-T/R WB 2-L, 2-T, 1-T/R	Signal	E	30.0	C	31.2	C	30.7	C	32.0	C
5	Mathilda Avenue	Iowa Avenue	NB 1-L, 3-T, 1-T/R SB 2-L, 2-T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	13.8	B	17.4	B	14.2	B	17.9	B
6	Mathilda Avenue	El Camino Real	NB 2-L, 2-T, 1-T/R SB 2-L, 3-T, 1-R EB 2-L, 2-T, 1-T/R WB 1-L, 3-T, 1-R	Signal	E	55.4	E+	45.5	D	55.6	E+	45.9	D
7	Mary Avenue	Iowa Avenue	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	13.7	B	12.0	B+	14.3	B	12.4	B
8	Mary Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 3-T, 1-R WB 1-L, 3-T, 1-R	Signal	E	37.3	D+	42.1	D	37.4	D+	42.4	D

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. General overall LOS standard for signalized City intersections is LOS D.
5. Overall LOS standard for CMP intersections and intersections on CMP roadways is LOS E.
6. LOS E was used as the minimum threshold for unsignalized intersections.

4.5 Project Vehicular Parking

The project will generate parking demand consisting of preschool staff that will park on-site throughout the day and parents that will park when dropping off and picking up their children. The peak parking demand for a day care center typically occurs during periods of peak drop-off and pick-up activity, which usually occur during the morning and evening peak commute periods or at noon if the school operates with a split-day schedule.

The City of Sunnyvale municipal parking code for day care centers requires a minimum of 0.25 spaces per child. This results in a minimum requirement of 47 parking spaces ($188 * 0.25 = 47$). The project site plan indicates 47 spaces will be provided on-site. On the basis of the parking calculations provided above, the parking provided on-site meets the City of Sunnyvale parking code requirement.

Although the above calculations indicate the project will provide an adequate number of parking spaces per the City code, a more detailed assessment of parking demand was considered based on the specific peaking characteristics of the project. As discussed in Section 4.2, the project is proposing a staggered drop off and pick up schedule for the various classes at the school.

Based on the proposed drop off and pick up schedule, the highest demand for parking would occur between 9:00 and 9:15 a.m. Approximately 48 students would be dropped off during this 15-minute time period.

For the purposes of this study it was assumed that it takes about five minutes for a parent to drop a child off or pick a child up at a day care facility. This means that a parking space could turn over three times during a 15-minute period.

Of the 47 parking spaces on-site, 18 would be used by staff members. This would result in 29 spaces available for parents dropping off students. Assuming a turnover rate of three times during a 15-minute period, 16 spaces would be required during the most critical time period. With 29 spaces available on-site for parents, the number of parking spaces provided would be adequate based on these assumptions.

Based on this analysis the proposed parking supply should accommodate the projected demand. However, school staff should monitor the parking demand after the project is in operation to verify that the demand for parking is being accommodated and encroachment into adjacent neighborhoods and City-owned parking lots is not occurring. If the parking demand does exceed the supply, the applicant may be able to investigate alternate measures to ameliorate any parking deficiencies. Potential options include modified schedule, shared parking spaces with adjacent land uses, etc.

The 47 proposed parking spaces are expected to meet the projected parking demand for the project. The City of Sunnyvale requires the minimum dimensions for a standard space to be 8.5

feet wide by 18 feet long. The applicant should verify with city staff if the proposed site plan meets the City's parking dimension requirements for this project.

4.6 Project Bicycle Parking

Based on the City of Sunnyvale municipal code for bicycle parking, bicycle racks on the project site shall accommodate a minimum of three bicycles (i.e., a minimum of 5% of the total number of vehicular parking spaces provided). The project site plan provides a bicycle rack with a capacity of five bicycles. Per VTA bicycle guidelines, "Racks shall be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way". Bike racks shall also be of sufficient height to increase their visibility to pedestrians and shall be located far enough away from motor vehicles to prevent damage to both parked bicycles and vehicles.

4.7 Project Access and On-Site Circulation

Primary access to the project will be from three driveways on Pastoria Avenue. An incidental amount of traffic may also access the site through the Sunnyvale community garden parking lot which has a driveway on Charles Street. The existing northern and southern driveways on Pastoria Avenue will allow inbound and outbound traffic. The middle driveway on Pastoria Avenue will only allow inbound traffic. An accessible pedestrian path will be provided between the northern parking lot and the school's lobby.

The project will provide two parking lots on-site; one north of the building (with 21 parking spaces) and one east of the building (with 26 parking spaces).

Based on the project site plan, access to the various classrooms will be provided from entrances located on all sides of the building. It is anticipated that employees will park in the eastern lot, and parents will park in the lot closest to their child's classroom, which may be the northern or eastern lot.

The circulation plan is satisfactory for the anticipated use. Students will be walked into the facility in the morning and walked out of the facility in the evening by their parent or guardian. Therefore, a drop-off/pick-up loading area is not required for the facility.

5 Cumulative Traffic Conditions

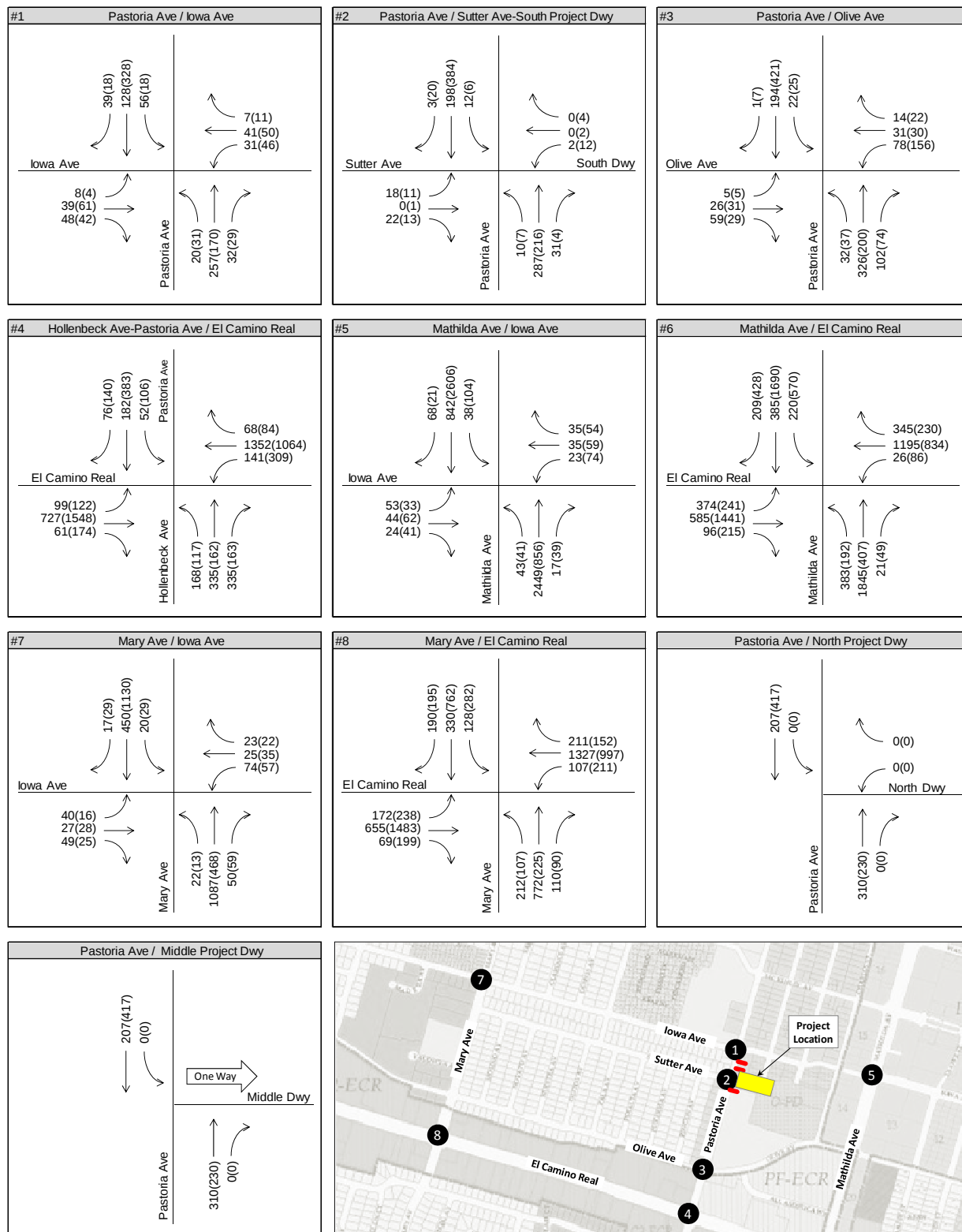
This section of the report describes the analyses of the study road network under near-term Cumulative Conditions. The existing traffic was increased using an average yearly growth rate of 2% per year to represent anticipated traffic volumes during the year 2018. Trip assignments from approved but not yet built projects were added to the resulting growth calculation to obtain Cumulative No Project Traffic Volumes which are included in **Figure 10**. Trips from the proposed Montessori School project were combined with the Cumulative No Project Traffic Volumes to obtain Cumulative Plus Project Traffic Volumes, which are included in **Figure 11**.

5.1 Cumulative Conditions Intersection Operations

The LOS calculation worksheets for the study intersections under Cumulative No Project and Cumulative Plus Project conditions are included in **Appendix H** and **Appendix I**, respectively. Intersection levels of service under Cumulative No Project and Cumulative Plus Project conditions are shown in **Table 5**.

All study intersections will operate at acceptable levels under Cumulative No Project and Cumulative Plus Project traffic conditions. With respect to overall intersection operations, the project's cumulative impact to the study intersections is not considered significant. In addition, the two unsignalized study intersections are not projected to meet the Caltrans peak hour signal warrant under Cumulative No Project or Cumulative Plus Project Conditions. Caltrans peak hour signal warrants are included in **Appendix J**.

Figure 10
Cumulative No Project Conditions Intersection Peak Hour Volumes



Study Intersection

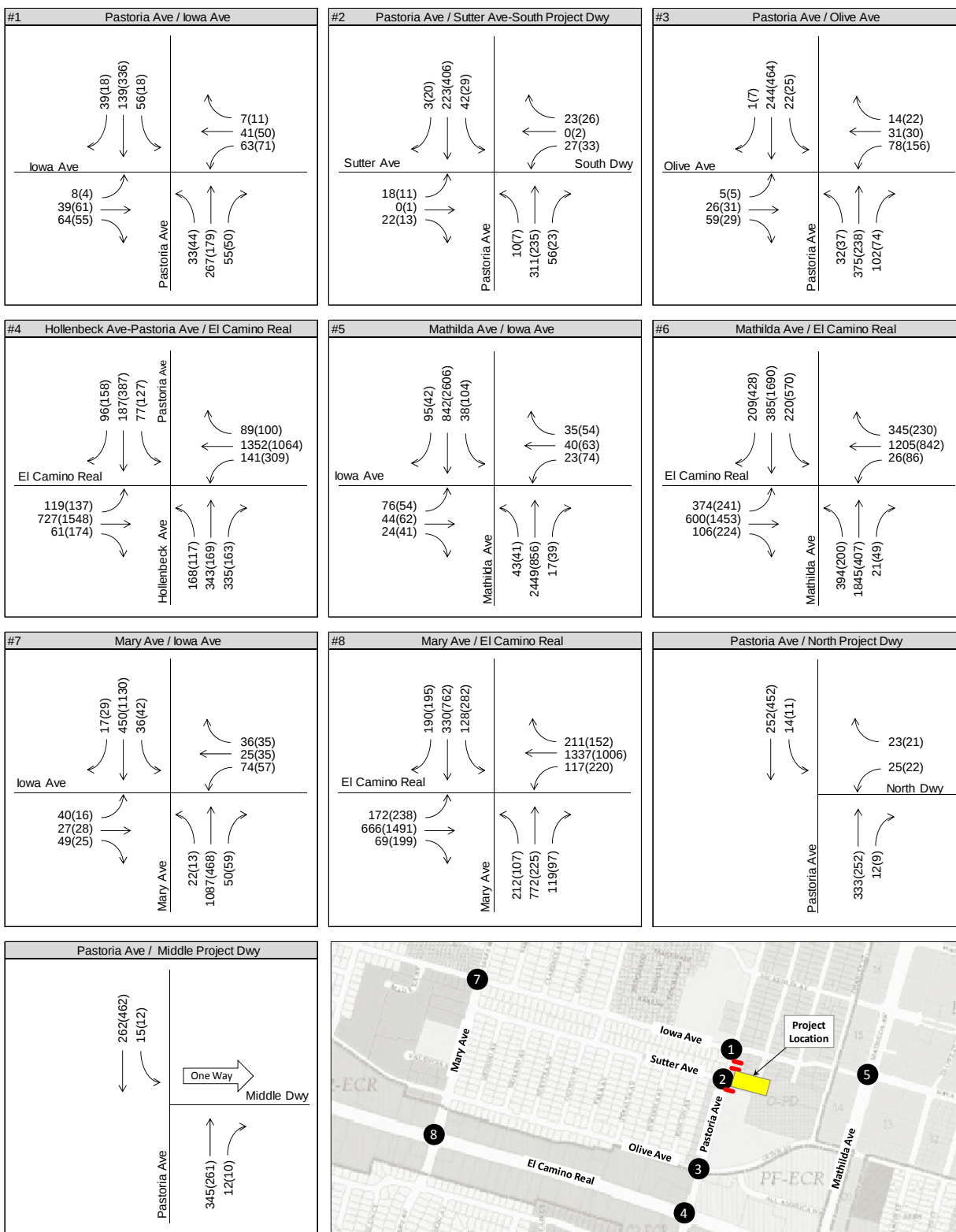


Project Driveway

XX (YY) = AM (PM)



Figure 11
Cumulative Plus Project Conditions Intersection Peak Hour Volumes



Study Intersection



Project Driveway

XX (YY) = AM (PM)



**Table 5
Cumulative Conditions Levels of Service**

N-S Street E-W Street			Existing Operational Lane Configuration	Existing Intersection Control	LOS Standard	Cumulative No Project Conditions				Cumulative + Project Conditions			
						AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Pastoria Avenue	Iowa Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	6.0	A	12.4	B	6.4	A	13.4	B
2	Pastoria Avenue	Sutter Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign (Overall) (Worst Approach)	E	1.2 15.7	A C	1.1 15.4	A C	2.5 17.0	A C	2.1 17.2	A C
3	Pastoria Avenue	Olive Avenue	NB 1-L/T, 1-T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	E	11.6	B	16.4	C	12.8	B	19.9	C
4	Hollenbeck Avenue-Pastoria Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-R EB 1-L, 2-T, 1-T/R WB 2-L, 2-T, 1-T/R	Signal	E	30.5	C	33.9	C-	31.6	C	35.0	C-
5	Mathilda Avenue	Iowa Avenue	NB 1-L, 3-T, 1-T/R SB 2-L, 2-T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	E	14.4	B	19.8	B-	14.8	B	20.5	C+
6	Mathilda Avenue	El Camino Real	NB 2-L, 2-T, 1-T/R SB 2-L, 3-T, 1-R EB 2-L, 2-T, 1-T/R WB 1-L, 3-T, 1-R	Signal	E	71.7	E	50.6	D	72.0	E	51.4	D-
7	Mary Avenue	Iowa Avenue	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L/T, 1-R WB 1-L/T, 1-R	Signal	D	13.9	B	13.1	B	14.5	B	13.4	B
8	Mary Avenue	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 3-T, 1-R WB 1-L, 3-T, 1-R	Signal	E	39.3	D	45.5	D	39.5	D	46.0	D

NOTES:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. General overall LOS standard for signalized City intersections is LOS D.
5. Overall LOS standard for CMP intersections and intersections on CMP roadways is LOS E.
6. LOS E was used as the minimum threshold for unsignalized intersections.

6 Concluding Comments

The results of the analysis show that the trips generated by the proposed project would not significantly impact the study intersections, or the transportation system based on the Background Plus Project and Cumulative Plus Project Conditions analysis. Furthermore, the proposed project would not cause an increase pedestrian, bicycle, or transit volumes that would exceed available capacity.

Based on the results of this analysis, the proposed parking supply should accommodate the projected demand. However, school staff should monitor the parking demand after the project is in operation to verify that the demand for parking is being accommodated and encroachment into adjacent neighborhoods and City-owned parking lots is not occurring. If the parking demand does exceed the supply, the applicant may be able to investigate alternate measures to ameliorate any parking deficiencies. Potential options include modified schedule, shared parking spaces with adjacent land uses, etc.

Appendix A

Level of Service Descriptions for

Signalized, Two-Way and All-Way Stop Controlled Intersections

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

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

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

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

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

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

Level of Service	Control Delay (seconds / vehicle)
A <10	
B+	>10 - 12
B	>12 - 18
B-	>18 - 20
C+	>20 - 23
C	>23 - 32
C-	>32 - 35
D+	>35 - 39
D	>39 - 51
D-	>51 - 55
E+	>55 - 60
E	>60 - 75
E-	>75 - 80
F >	80

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APPENDIX A

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

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

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

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

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

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

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

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

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APPENDIX A

LEVEL OF SERVICE (LOS) DESCRIPTION UNSIGNALIZED INTERSECTIONS WITH ALL-WAY STOP CONTROL (AWSC)

AWSC intersections require every vehicle to stop at the intersection before proceeding. Since each driver must stop, the judgement as to whether to proceed into the intersection is a function of traffic conditions on the other approaches. While giving priority to the driver on the right is a recognized rule in some areas, it is not a good descriptor of actual intersection operations. What happens is the development of a consensus of right-of-way that alternates between the drivers on the intersection approaches, a consensus that depends primarily on the intersection geometry and the arrival patterns at the stop line.

If no traffic is present on the other approaches, a driver can proceed immediately after the stop is made. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that there are no vehicles currently in the intersection and that it is the driver's turn to proceed. Since no traffic signal controls the stream movement or allocates the right-of-way to each conflicting stream, the rate of departure is controlled by the interaction between the traffic streams themselves.

For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

The criteria for AWSC intersections have different threshold values than do those for signalized intersections, primarily because drivers expect different levels of performance from different kinds of traffic control devices (i.e traffic signals, two way stop or all way stop, etc.). The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection and a higher level of control delay is acceptable at a signalized intersection for the same LOS.

For AWSC analysis using the HCM 2000 method, the LOS shown reflects the weighted average of the delay on each of the approaches.

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

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

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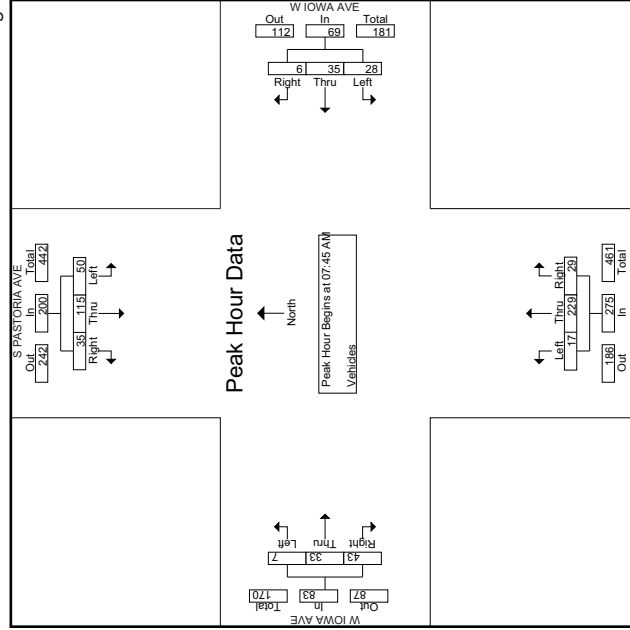
Appendix B
Traffic Counts

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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 9/19/2013
Page No : 1

Groups Printed- Vehicles																			
S PASTORIA AVE					W IOWA AVE					S PASTORIA AVE					W IOWA AVE				
Southbound					Westbound					Northbound					Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total		
07:00 AM	0	8	0	8	0	5	1	7	3	15	3	0	21	1	2	0	3	79	
07:15 AM	1	22	0	23	3	3	2	1	9	3	27	6	0	36	5	0	2	11	
07:30 AM	0	20	0	20	1	10	6	0	16	1	29	4	0	34	2	3	0	1	
07:45 AM	10	33	17	60	3	10	5	6	24	7	52	6	1	66	13	6	1	31	
Total	11	83	17	112	6	28	14	8	56	14	123	19	1	157	20	16	1	51	
08:00 AM	17	31	29	77	1	10	18	4	33	1	55	6	4	66	22	10	4	1	
08:15 AM	5	30	4	39	1	8	0	3	12	15	73	3	3	94	4	7	1	5	
08:30 AM	3	21	0	24	1	7	5	6	19	6	49	2	1	58	4	10	1	3	
08:45 AM	0	22	4	26	4	10	6	0	20	6	65	5	2	78	8	7	0	1	
Total	25	104	37	167	7	35	29	13	84	28	242	16	10	296	38	34	6	10	
Grand Total	36	187	54	279	13	63	43	21	140	42	365	35	11	453	58	50	7	24	
Approach %	12.9	67	19.4	0.7	9.3	45	30.7	15	13.8	9.3	80.6	7.7	2.4	41.7	36	5	17.3	139	
Total %	3.6	18.5	5.3	0.2	27.6	1.3	6.2	4.3	2.1	4.2	36.1	3.5	1.1	44.8	5.7	4.9	0.7	2.4	
S PASTORIA AVE					W IOWA AVE					S PASTORIA AVE					W IOWA AVE				
Southbound					Westbound					Northbound					Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak 07:45 AM	10	33	17	60	3	10	5	18	7	52	6	65	13	6	1	20	163		
08:00 AM	17	31	29	77	1	10	18	29	1	55	6	62	22	10	4	36	204		
08:15 AM	5	30	4	39	1	8	0	9	15	73	3	91	4	7	1	12	151		
08:30 AM	3	21	0	24	1	7	5	13	6	49	2	57	4	10	1	15	109		
08:45 AM	0	22	4	26	4	10	6	20	29	229	17	275	43	33	7	83	627		
Total Volume	35	115	50	200	6	35	28	69	10.5	83.3	6.2	94.8	51.8	39.8	8.4	576	768		
% App. Total	17.5	57.5	25		8.7	50.7	40.6		483	784	708	755	489	395	438				
PHF	.515	.571	.431		.500	.875	.389	.595		.483	.708	.755	.489	.395	.438				

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 9/19/2013
Page No : 2



Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 9/19/2013
Page No : 1

Groups Printed- Bikes

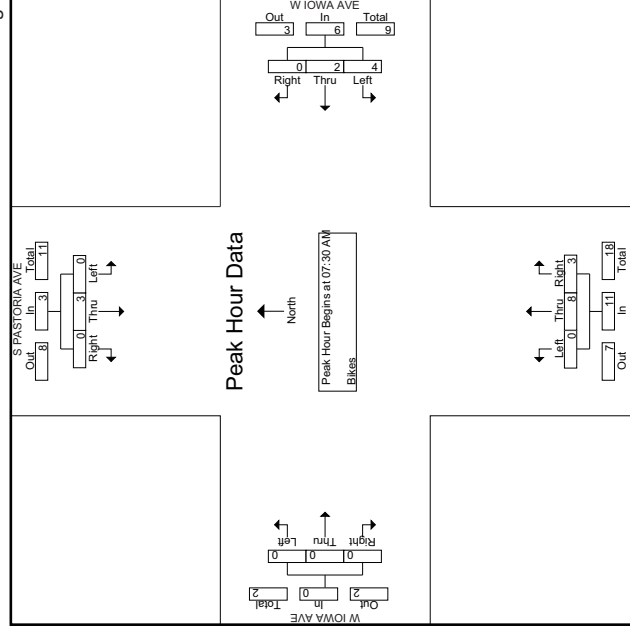
Start Time	S PASTORIA AVE Southbound			W IOWA AVE Westbound			S PASTORIA AVE Northbound			W IOWA AVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	1	0	0	1	3	0	3	0	0	0	0	8
07:45 AM	0	0	0	0	1	0	1	0	0	1	0	0	2
Total	0	1	0	0	1	4	0	7	0	0	1	0	14
08:00 AM	0	1	0	0	1	0	1	2	0	0	0	0	5
08:15 AM	0	1	0	0	0	0	2	2	0	0	4	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	1	1	0	0	0	2
Total	1	2	0	0	3	0	1	5	1	0	2	0	15
Grand Total	1	3	0	0	4	0	2	6	3	12	1	0	29
Approch %	25	75	0	0	33.3	66.7	0	18.8	75	6.2	0	66.7	33.3
Total %	3.4	10.3	0	0	6.9	13.8	0	20.7	10.3	41.4	3.4	0	10.3

Start Time	S PASTORIA AVE Southbound			W IOWA AVE Westbound			S PASTORIA AVE Northbound			W IOWA AVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:30 AM	0	1	0	0	1	3	0	3	0	0	0	0	8
07:45 AM	0	0	0	0	0	1	1	2	0	1	0	0	2
08:00 AM	0	1	0	0	1	0	2	0	3	0	0	0	5
08:15 AM	0	1	0	0	0	0	2	0	4	0	0	0	20
Total Volume	0	3	0	0	2	4	6	3	8	0	11	0	0
% App. Total	0	100	0	0	33.3	66.7	0	27.3	72.7	0	0	0	0
PHF	.000	.750	.000	.750	.000	.333	.375	.667	.000	.688	.000	.000	.625

Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 9/19/2013
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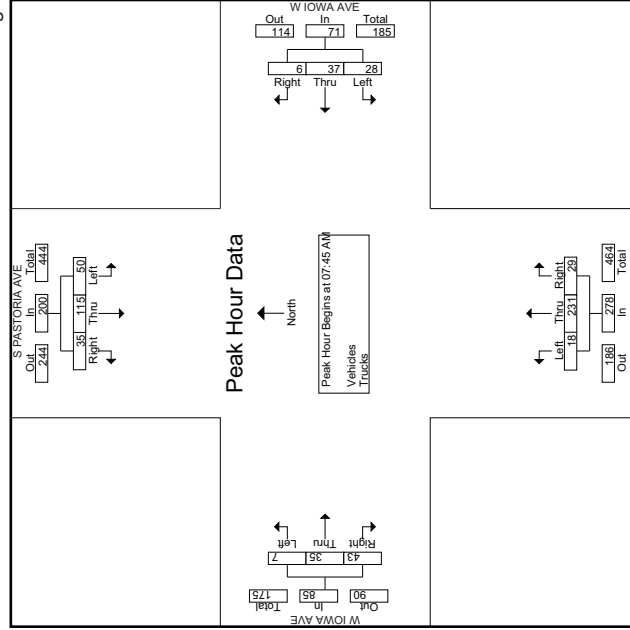


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		Groups Printed- Vehicles - Trucks																													
S PASTORIA AVE						W IOWA AVE						S PASTORIA AVE						W IOWA AVE													
Southbound						Westbound						Northbound						Eastbound													
Start Time	Right	Thru	Left	Peaks	App. Total	Right	Thru	Left	Peaks	App. Total	Right	Thru	Left	Peaks	App. Total	Right	Thru	Left	Peaks	App. Total	Right	Thru	Left	Peaks	App. Total	Right	Thru	Left	Peaks	App. Total	Int. Total
07:00 AM	0	8	1	0	9	0	5	1	7	3	15	3	0	21	1	5	0	2	6	43											
07:15 AM	1	22	0	0	23	3	4	2	1	10	3	27	6	0	36	4	5	0	2	11	80										
07:30 AM	0	21	0	1	22	1	6	0	18	1	29	4	0	34	2	3	0	1	6	80											
07:45 AM	10	33	17	0	60	3	11	5	6	25	7	52	6	1	66	13	6	1	11	31	182										
Total	11	84	18	1	114	7	31	14	8	60	14	123	19	1	157	20	19	1	14	54	385										
08:00 AM	17	31	29	1	78	1	11	18	4	34	1	55	7	4	67	22	11	4	1	38	217										
08:15 AM	5	30	4	0	39	1	8	0	3	12	15	73	3	94	4	7	1	5	17	162											
08:30 AM	3	21	0	0	24	1	7	5	6	19	6	51	2	1	60	4	11	1	3	18	122										
08:45 AM	0	22	4	0	26	4	10	6	0	20	6	66	5	2	79	8	9	0	1	18	143										
Total	25	104	37	1	167	7	36	29	13	85	28	245	17	10	300	38	38	6	10	92	644										
Grand Total	36	188	55	2	281	14	67	43	21	145	42	368	36	11	457	58	57	7	24	146	1029										
Approach %	12.8	66.9	19.6	0.7	9.7	46.2	29.7	14.5	9.2	80.5	7.9	2.4	39.7	39	4.8	16.4															
Total %	3.5	18.3	5.3	0.2	27.3	1.4	6.5	4.2	2	14.1	4.1	35.8	3.5	1.1	44.4	5.6	5.0	0.7	2.3	14.2											
Vehicles	36	187	54	2	279	13	63	43	21	140	42	365	35	11	453	58	50	7	24	139	1011										
% Vehicles	100	99.5	98.2	100	99.3	99.9	99.9	99.9	100	99.6	100	99.2	97.2	100	99.1	100	87.7	100	100	95.2	98.3										
Trucks	0	1	1	0	2	1	4	0	0	5	0	3	1	0	4	0	7	0	0	7	18										
% Trucks	0	0.5	1.8	0	0.7	7.1	6	0	0	3.4	0	0.8	2.8	0	0.9	0	12.3	0	0	4.8	1.7										

		S PASTORIA AVE						W IOWA AVE						S PASTORIA AVE						W IOWA AVE									
		Southbound						Westbound						Northbound						Eastbound									
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 AM - Peak 1 of 1																													
07:45 AM	10	33	17	60	3	11	5	19	7	52	6	65	13	6	1	20													164
08:00 AM	17	31	29	77	1	11	18	30	1	55	7	63	22	11	4	37												287	
08:15 AM	3	21	0	24	1	8	0	13	15	73	3	94	4	7	1	12												12	
08:30 AM	5	30	4	39	1	7	5	13	6	51	2	59	4	1	1	12												112	
08:45 AM	0	22	0	24	1	10	0	11	7	25	1	25	8	1	1	10												35	
Total Volume	35	115	50	200	6	37	28	71	29	231	18	278	43	35	7	85												634	
% App. Total	17.5	57.5	25		8.5	52.1	39.4		10.4	83.1	6.5	85.2	16.4	12.3	8.2													75	
% App. PHE	17.5	87.1	43.1		500	841	389	502	643	761	643	764	490	795	438													765	

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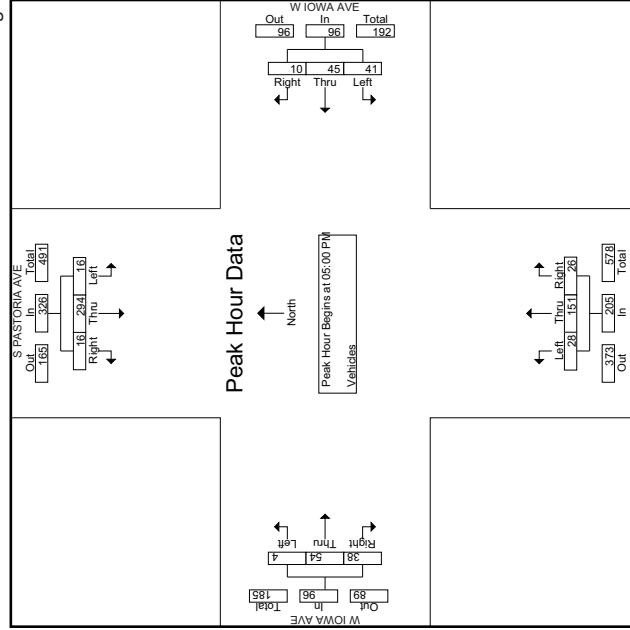


File Name : 1PM FINAL
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Start Time	S PASTORIA AVE Southbound					S PASTORIA AVE Northbound					W IOWA AVE Westbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	26	0	0	26	3	11	7	2	23	8	24	6	0	38	6	11	1	1	19
04:15 PM	0	42	1	0	43	1	9	7	0	17	10	29	4	0	43	6	10	0	2	18
04:30 PM	2	30	2	0	34	0	6	8	1	15	12	24	7	1	44	7	8	0	3	18
04:45 PM	2	43	3	1	49	2	13	7	3	25	9	36	5	4	54	8	5	2	2	17
Total	4	141	6	1	152	6	39	29	6	80	39	113	22	5	179	27	34	3	8	72
05:00 PM	1	59	5	0	65	1	13	4	2	20	5	31	5	0	41	11	20	0	4	35
05:15 PM	3	62	4	3	72	1	8	8	1	18	10	45	3	1	59	7	8	0	6	21
05:30 PM	5	86	1	0	92	5	9	17	2	33	5	35	10	0	50	11	10	1	5	27
05:45 PM	7	87	6	1	101	3	15	12	1	31	6	40	10	1	57	9	16	3	3	31
Total	16	294	16	4	330	10	45	41	6	102	26	151	28	2	207	38	54	4	18	114
Grand Total	20	435	22	5	482	16	84	70	12	182	65	264	50	7	386	65	88	7	26	186
Approach %	4.1	90.2	4.6	1	8.8	46.2	38.5	6.6	1	14.7	53	21.4	4	0.6	31.2	34.9	47.3	3.8	14	15
Total %	1.6	35.2	1.8	0.4	39	1.3	6.8	5.7	1	14.7	5.3	21.4	4	0.6	31.2	5.3	7.1	0.6	2.1	15

Start Time	S PASTORIA AVE Southbound					S PASTORIA AVE Northbound					W IOWA AVE Westbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	1	59	5	0	65	1	13	4	2	20	5	31	5	0	41	11	20	0	4	35
05:15 PM	3	62	4	3	72	1	8	8	1	18	10	45	3	1	59	7	8	0	6	21
05:30 PM	5	86	1	0	92	5	9	17	2	33	5	35	10	0	50	11	10	1	5	27
05:45 PM	7	87	6	1	101	3	15	12	1	31	6	40	10	1	57	9	16	3	3	31
Total	16	294	16	4	330	10	45	41	6	102	26	151	28	2	207	38	54	4	18	114
Grand Total	20	435	22	5	482	16	84	70	12	182	65	264	50	7	386	65	88	7	26	186
Approach %	4.1	90.2	4.6	1	8.8	46.2	38.5	6.6	1	14.7	53	21.4	4	0.6	31.2	34.9	47.3	3.8	14	15
Total %	1.6	35.2	1.8	0.4	39	1.3	6.8	5.7	1	14.7	5.3	21.4	4	0.6	31.2	5.3	7.1	0.6	2.1	15

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Groups Printed: Bikes

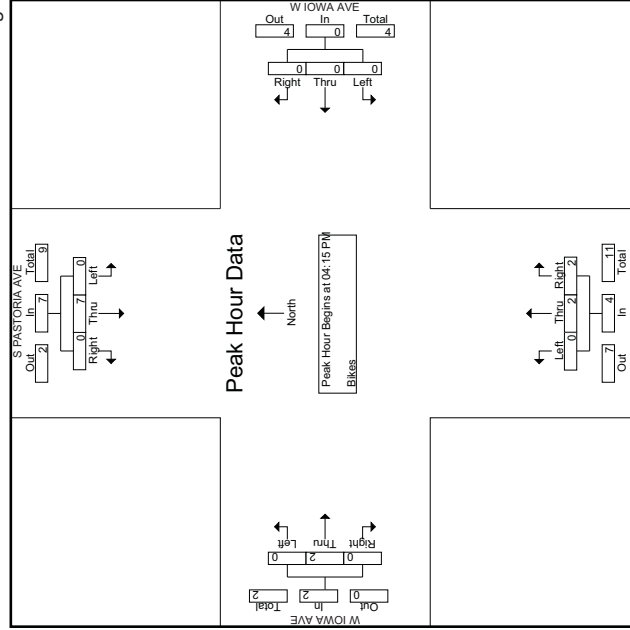
Start Time	S PASTORIA AVE Southbound					W IOWA AVE Westbound					S PASTORIA AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1
Grand Total	0	8	0	0	8	0	0	1	0	1	2	4	0	0	6	0	2	0	0	2
Approch %	0	100	0	0	100	0	0	100	0	33.3	66.7	0	0	0	100	0	100	0	0	11.8
Total %	0	47.1	0	0	47.1	0	0	5.9	0	5.9	11.8	23.5	0	0	35.3	0	11.8	0	0	11.8

Start Time	S PASTORIA AVE Southbound					W IOWA AVE Westbound					S PASTORIA AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	2	0	0	2
Total Volume	0	14	0	0	14	0	0	0	0	0	5	5	0	0	10	0	3	0	0	3
% App. Total	0	100	0	0	100	0	0	0	0	0	35.7	35.7	0	0	71.4	0	21.4	0	0	21.4
PHF	.000	.350	.000	.000	.350	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.000	.500	.000	.000	.542

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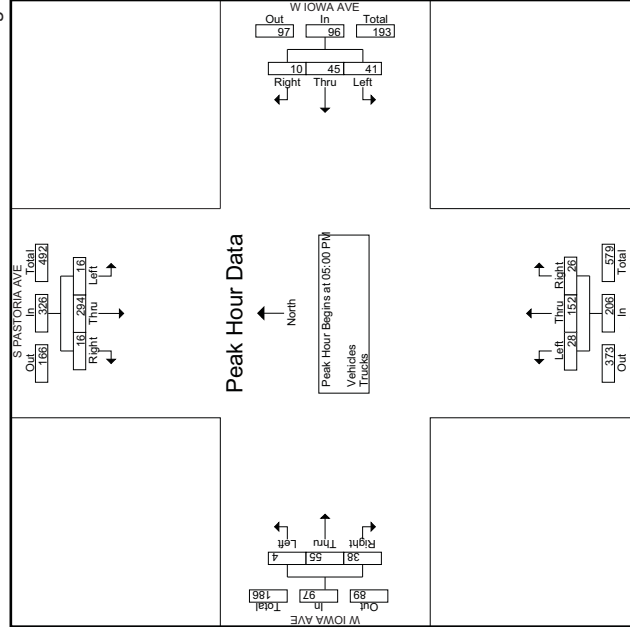
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Groups Printed- Vehicles - Trucks														
S PASTORIA AVE					W IOWA AVE					S PASTORIA AVE				
Southbound					Westbound					Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	27	0	27	3	12	7	24	6	9	24	6	39	19
04:15 PM	0	43	1	44	1	17	0	17	10	30	4	0	44	123
04:30 PM	2	31	2	35	0	6	8	14	15	12	24	7	44	112
04:45 PM	2	43	3	49	2	13	7	23	25	9	36	5	54	145
Total	4	144	6	155	6	40	29	61	40	114	22	5	181	489
05:00 PM	1	59	5	65	1	13	4	20	5	31	5	0	41	161
05:15 PM	3	62	4	69	1	8	8	17	10	46	3	1	60	211
05:30 PM	5	86	1	92	5	9	17	31	35	10	0	50	111	203
05:45 PM	7	87	6	101	3	15	12	31	6	40	10	1	57	220
Total	16	294	16	330	10	45	41	61	102	26	152	28	208	755
Grand Total	20	438	22	485	16	85	70	121	66	266	50	7	389	1244
Approach %	4.1	90.3	4.5	1	8.7	46.4	38.3	6.6	17	68.4	12.9	1.8	34.8	47.6
Total %	1.6	35.2	1.8	0.4	3.9	1.3	6.8	5.6	14.7	5.3	21.4	4	0.6	31.3
Vehicles	20	435	22	482	16	84	70	121	65	264	50	7	386	1236
% Vehicles	100	99.3	100	99.4	100	98.8	100	99.5	98.5	99.2	100	99.2	100	99.5
Trucks	0	3	0	3	0	1	0	1	1	2	0	0	3	8
% Trucks	0	0.7	0	0.6	0	1.2	0	0.5	1.5	0.8	0	0	0.8	0.6

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Groups Printed- Trucks

Start Time	S PASTORIA AVE					W IOWA AVE					S PASTORIA AVE					W IOWA AVE				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
Grand Total	0	3	0	0	3	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1
Approch %	0	100	0	0	0	0	100	0	0	0	33.3	66.7	0	0	0	0	100	0	0	0
Total %	0	37.5	0	0	37.5	0	12.5	0	0	12.5	25	0	0	0	37.5	0	12.5	0	0	12.5

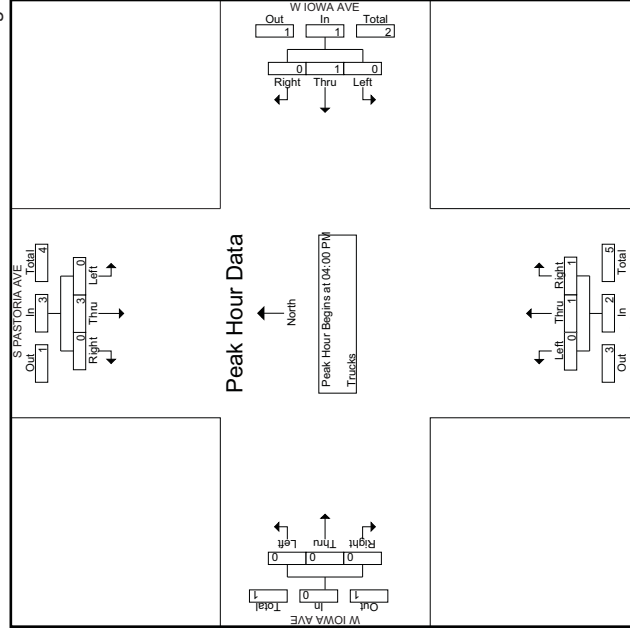
Start Time	S PASTORIA AVE					W IOWA AVE					S PASTORIA AVE					W IOWA AVE				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0
% App. Total	0	100	0	0	0	0	100	0	0	0	50	50	0	0	0	0	0	0	0	0
PHF	.000	.750	.000	.000	.750	.000	.250	.000	.250	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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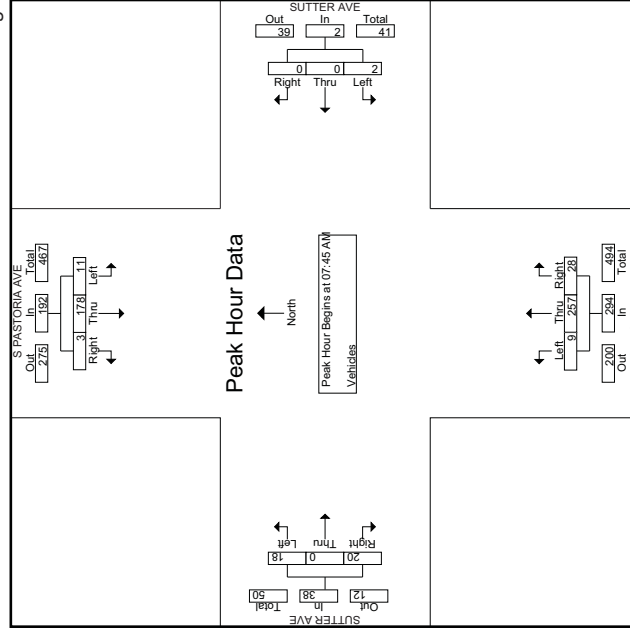
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Groups Printed - Vehicles																										
S PASTORIA AVE Southbound						SUTTER AVE Westbound						S PASTORIA AVE Northbound						SUTTER AVE Eastbound								
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Int. Total
07:00 AM	0	10	0	0	10	0	0	0	0	0	1	0	23	0	0	20	0	0	1	0	1	0	1	0	1	32
07:15 AM	2	28	1	0	31	0	0	0	1	1	1	33	0	0	34	2	0	3	1	6	7	2	0	1	6	72
07:30 AM	2	29	0	0	31	0	0	0	0	0	3	34	1	0	38	2	0	1	1	4	7	3	0	1	4	73
07:45 AM	1	48	2	0	51	0	0	0	5	5	10	58	1	0	69	5	0	7	11	23	14	8	0	1	23	148
Total	5	115	3	0	123	0	0	0	7	7	14	145	2	0	161	9	0	12	13	34	32	5	0	1	34	325
08:00 AM	1	69	6	0	76	0	0	0	0	0	9	57	2	0	68	9	0	3	7	19	16	3	0	1	19	163
08:15 AM	0	35	1	0	36	0	0	1	3	4	4	87	3	0	94	1	0	4	8	13	14	7	0	1	13	147
08:30 AM	1	26	2	0	29	0	0	1	5	6	5	55	3	2	65	5	0	4	2	11	11	2	0	1	11	129
08:45 AM	0	33	4	0	37	1	0	0	2	3	8	68	2	0	78	4	0	7	0	11	12	0	0	1	11	129
Total	2	163	13	0	178	1	0	2	10	13	26	267	12	2	305	19	0	18	17	54	55	0	0	1	54	550
Grand Total	7	278	16	0	301	1	0	2	17	20	40	412	12	2	466	28	0	30	30	88	87	5	0	1	88	875
Approach %	2.3	92.4	5.3	0	5	0	0	10	85	5	8.6	88.4	2.6	0.4	31.8	0	34.1	34.1	0	34.1	34.1	0	3.4	3.4	10.1	10.1
Total %	0.8	31.8	1.8	0	34.4	0.1	0	0.2	1.9	2.3	4.6	47.1	1.4	0.2	53.3	3.2	0	3.4	3.4	10.1	10.1	0	0	3.4	10.1	10.1

S PASTORIA AVE Southbound						SUTTER AVE Westbound						S PASTORIA AVE Northbound						SUTTER AVE Eastbound								
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak 1 For Entire Intersection Begins at 07:45 AM																										
07:45 AM	1	36	2	0	39	0	0	0	0	0	10	58	1	69	5	0	7	12	13	32	5	0	1	0	1	132
08:00 AM	0	35	1	0	36	0	0	0	1	1	9	57	2	68	9	0	4	12	15	156	9	0	3	1	0	147
08:15 AM	0	35	1	0	36	0	0	0	1	1	4	87	3	94	1	0	4	5	136	136	1	0	4	1	0	147
08:30 AM	1	26	2	0	29	0	0	1	1	5	55	3	63	5	0	4	9	102	102	5	0	4	9	1	0	102
08:45 AM	1	26	2	0	29	0	0	1	1	5	55	3	63	5	0	4	9	102	102	5	0	4	9	1	0	102
Total Volume	3	178	11	0	192	0	0	2	2	28	257	9	294	20	0	18	38	526	526	20	0	12	13	34	325	
% App. PHE	1.6	92.7	5.7	0	5	0	0	100	500	500	9.5	87.4	3.1	52.6	0	47.4	792	792	792	792	0	47.4	792	792	0	84.3

Start Time	S PASTORIA AVE						SUTTER AVE						S PASTORIA AVE						SUTTER AVE					
	Right	Thru	Left	App. Total	Right	Int. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:45 AM																								
07:45 AM	1	48	2	51	0	0	0	0	0	0	10	58	1	69	5	0	69	5	0	7	12	132		
08:00 AM	1	69	6	76	0	0	0	0	0	0	9	57	2	68	9	0	68	9	0	3	12	156		
08:15 AM	0	35	1	36	0	0	1	1	4	87	3	94	1	0	4	0	4	5	0	4	15	136		
08:30 AM	1	26	2	29	0	0	1	1	5	55	3	63	5	0	4	0	4	5	0	4	102			
Total Volume	3	178	11	192	0	0	2	2	28	257	9	294	20	0	18	38	526	20	0	18	38	526		
% App. PHE	1.6	92.7	5.7	50.0	0.0	0.0	100	100	9.5	87.4	3.1	52.6	0	47.4	5.6	0	47.4	5.6	0	47.4	5.6	0	47.4	
% App. Total	750	645	458	632	000	000	500	500	700	739	500	782	500	782	526	000	643	792	526	000	643	792	843	



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Groups Printed: Bikes

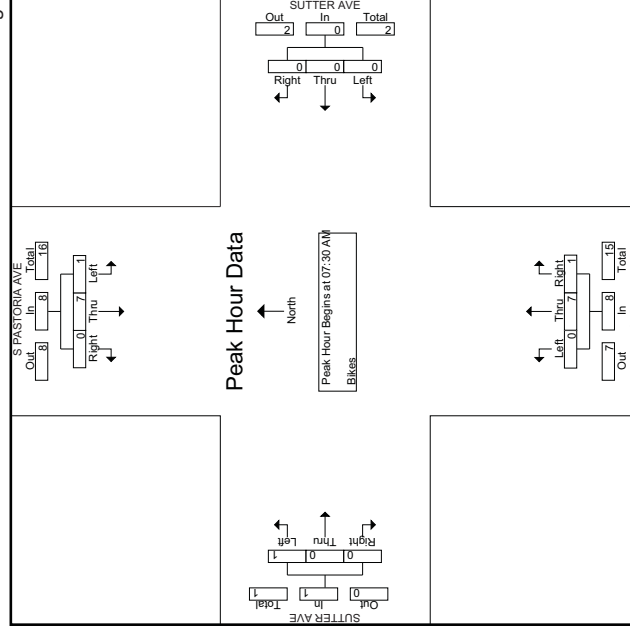
Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0
08:00 AM	0	7	0	0	7	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0
Total	0	7	1	0	8	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2
Grand Total	0	7	1	0	8	0	0	0	0	0	1	10	0	0	11	0	1	2	0	3
Approch %	0	87.5	12.5	0		0	0	0	0	0	9.1	90.9	0	0		0	33.3	66.7	0	
Total %	0	31.8	4.5	0	36.4	0	0	0	0	0	4.5	45.5	0	0	50	0	4.5	9.1	0	13.6

Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
Total Volume	0	7	1	0	8	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0
% App. Total	0	87.5	12.5	0		0	0	0	0	0	12.5	87.5	0	0	0	0	0	0	0	0
PHF	.000	.250	.250	.286		.000	.000	.000	.000	.000	.250	.438	.000	.500	.000	.000	.250	.250	.425	

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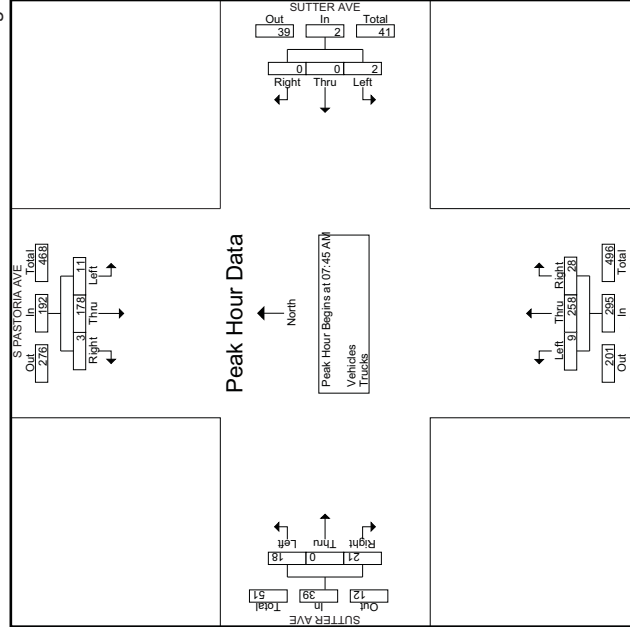
File Name : 2AM FINAL
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Start Date : 9/19/2013
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Groups Printed- Vehicles - Trucks															
S PASTORIA AVE				SUTTER AVE				S PASTORIA AVE				SUTTER AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	10	0	0	10	0	0	0	1	1	0	20	0	0	20
07:15 AM	2	29	1	0	32	0	0	0	1	1	1	33	0	0	34
07:30 AM	2	30	0	0	32	0	0	0	0	0	3	34	1	0	38
07:45 AM	1	48	2	0	51	0	0	0	5	5	10	58	1	0	69
Total	5	117	3	0	125	0	0	0	7	7	14	145	2	0	161
08:00 AM	1	69	6	0	76	0	0	0	0	0	9	58	2	0	69
08:15 AM	0	35	1	0	36	0	0	1	3	4	4	87	3	0	94
08:30 AM	1	26	2	0	29	0	0	1	5	6	5	55	3	2	65
08:45 AM	0	33	4	0	37	1	0	0	2	3	8	69	2	0	79
Total	2	163	13	0	178	1	0	2	10	13	26	269	10	2	307
Grand Total	7	280	16	0	303	1	0	2	17	20	40	414	12	2	468
Approach %	2.3	92.4	5.3	0	32.6	5	0	10	85	8.5	88.5	2.6	0.4	32.6	0
Total %	0.8	31.8	1.8	0	34.4	0.1	0	0.2	1.9	2.3	4.5	47	1.4	0.2	53.2
Vehicles	7	278	16	0	301	1	0	2	17	20	40	412	12	2	466
% Vehicles	100	99.3	100	0	99.3	100	0	100	100	100	99.5	100	100	99.6	0
Trucks	0	2	0	0	2	0	0	0	0	0	2	0	0	2	1
% Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0.5	0	0	0.4	0

S PASTORIA AVE				SUTTER AVE				S PASTORIA AVE				SUTTER AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
07:00 AM	1	46	2	51	0	0	0	0	0	0	10	58	1	69	0
07:15 AM	1	28	6	76	0	0	0	0	0	0	9	58	2	69	0
07:30 AM	0	36	1	76	0	0	0	0	0	0	8	87	3	84	1
07:45 AM	3	36	2	29	0	1	5	55	3	63	5	55	3	63	5
Total Volume	3	178	11	192	0	0	0	2	2	28	258	9	295	21	0
% App. Total	1.6	92.7	5.7	32.0	0	0	0	100	500	500	700	744	750	785	53.8
% App. PHE	150	64.5	458	632	0.00	0.00	0.00	500	500	500	583	583	583	583	583

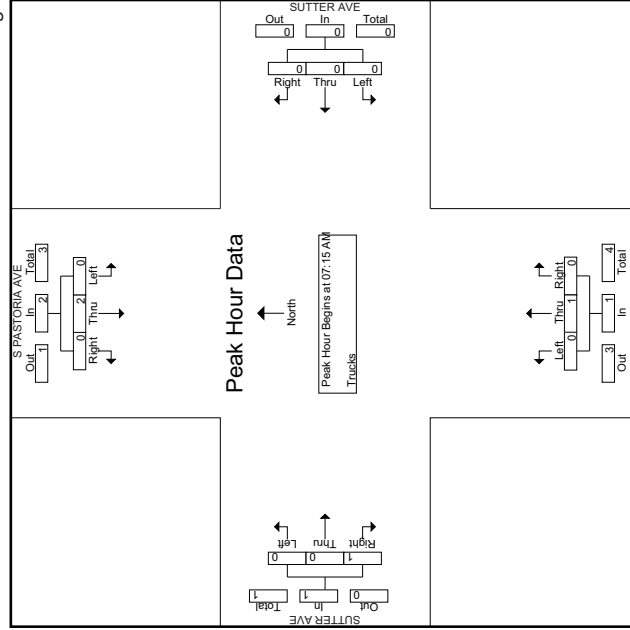
		SUTTER AVE											
S PASTORIA AVE		Southbound				Westbound				Northbound			
Start Time		Right	Thru	Left	Peeds	Right	Thru	Left	Peeds	Right	Thru	Left	Peeds
07:00 AM		0	10	0	0	0	0	0	0	0	20	0	0
07:15 AM		2	29	1	0	0	0	1	1	1	33	0	0
07:30 AM		2	30	0	0	0	0	0	0	3	34	1	0
07:45 AM		1	48	2	0	0	5	5	10	58	1	0	69
Total		5	117	3	0	0	7	7	14	145	2	0	161
08:00 AM		1	69	6	0	0	0	0	0	9	58	2	0
08:15 AM		0	35	1	0	0	1	3	4	87	3	0	94
08:30 AM		1	26	2	0	0	1	5	5	55	3	2	65
08:45 AM		0	33	4	0	0	2	3	8	69	2	0	79
Total		2	163	13	0	0	2	10	13	26	269	10	2
Grand Total		7	280	16	0	0	2	17	20	40	414	12	2
Approach %		2.3	92.4	5.3	0	0	10	85	8.5	88.5	2.6	0.4	32.6
Total %		0.8	31.8	1.8	0	0	0.2	1.9	2.3	4.5	47	1.4	0.2
Vehicles		7	278	16	0	0	2	17	20	40	412	12	2
% Vehicles		100	99.3	100	0	0	100	100	99.5	100	100	99.6	0
Trucks		0	2	0	0	0	0	0	0	2	0	0	2
% Trucks		0	0.7	0	0	0	0	0	0	0.5	0	0	0.4



Groups Printed- Trucks

Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1
Approch %	0	100	0	0	0	0	0	0	0	0	0	100	0	0	40	100	0	0	0	20
Total %	0	40	0	0	40	0	0	0	0	0	0	40	0	0	40	20	0	0	0	20

Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1
Total Volume	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	1.00



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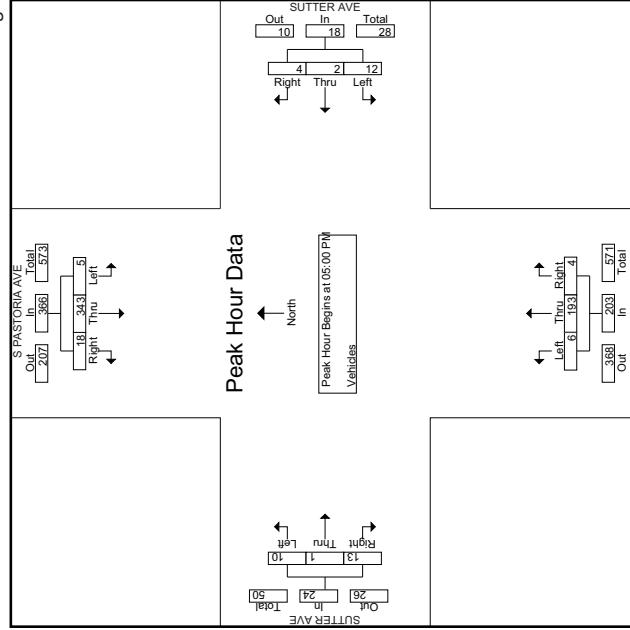
Groups Printed- Vehicles

Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	2	38	1	0	41	1	0	2	0	3	0	34	2	0	36	2	0	1	2	5
04:15 PM	0	51	2	2	55	4	0	13	2	19	1	37	0	0	38	2	0	2	1	5
04:30 PM	1	43	2	0	46	2	0	7	3	12	1	39	3	0	43	5	0	2	2	9
04:45 PM	3	50	5	0	58	3	0	6	0	9	2	43	1	1	47	0	1	2	8	11
Total	6	182	10	2	200	10	0	28	5	43	4	153	6	1	164	9	1	7	13	30
05:00 PM	4	64	2	0	70	0	2	6	1	9	1	41	1	3	46	5	0	1	6	12
05:15 PM	4	67	3	0	74	2	0	3	3	8	0	56	2	0	58	1	1	2	2	6
05:30 PM	6	110	0	0	116	2	0	2	1	5	1	44	0	0	45	6	0	2	3	11
05:45 PM	4	102	0	0	106	0	0	1	0	1	2	52	3	0	57	1	0	5	3	9
Total	18	343	5	0	366	4	2	12	5	23	4	193	6	3	206	13	1	10	14	38
Grand Total	24	525	15	2	566	14	2	40	10	66	8	346	12	4	370	22	2	17	27	68
Approach %	4.2	92.8	2.7	0.4	21.2	3	60.6	15.2		2.2	93.5	3.2	1.1		32.4	2.9	25	39.7		
Total %	2.2	49.1	1.4	0.2	52.9	1.3	0.2	3.7	0.9	6.2	0.7	32.3	1.1	0.4	34.6	2.1	0.2	1.6	2.5	6.4

Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	4	64	2	0	70	0	2	6	1	9	1	41	1	3	46	5	0	1	6	12
05:15 PM	4	67	3	0	74	2	0	3	3	8	0	56	2	0	58	1	1	2	2	6
05:30 PM	6	110	0	0	116	2	0	2	1	5	1	44	0	0	45	6	0	2	3	11
05:45 PM	4	102	0	0	106	0	0	1	0	1	2	52	3	0	57	1	0	5	3	9
Total	18	343	5	0	366	4	2	12	5	23	4	193	6	3	206	13	1	10	14	38
% App. Total	4.9	93.7	1.4		789	22.2	11.1	66.7		95.1	3	54.2	4.2	41.7		54.2	250	500	750	883
PHF	.750	.780	.417		.789	.500	.250	.500		.563	.500	.862	.500	.875		.542	.250	.500	.750	.883

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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Groups Printed-Bikes

S PASTORIA AVE Southbound						SUTTER AVE Westbound						S PASTORIA AVE Northbound						SUTTER AVE Eastbound					
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Int. Total		
04:00 PM	0	0	0	0	0						0	0	0	0	1								
04:15 PM	0	1	0	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0		
04:30 PM	1	1	0	0	2		0	0	0	0	0	0	0	0	0		0	1	0	0	1		
04:45 PM	0	4	0	0	4		0	0	0	0	0	0	0	0	2		0	0	0	0	0		
Total	1	6	0	0	7		0	0	0	0	0	0	0	0	4		0	1	0	0	1		
05:00 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0		
05:15 PM	0	0	0	0	0		0	0	0	0	0	0	1	0	1		0	0	0	0	0		
05:30 PM	0	3	0	0	3		0	0	0	0	0	0	0	0	1		0	0	0	0	0		
05:45 PM	0	0	0	0	0		0	0	0	0	0	0	1	0	1		0	1	0	0	1		
Total	0	3	0	0	3		0	0	0	0	0	1	2	0	3		0	1	0	0	1		
Grand Total	1	9	0	0	10		1	0	0	0	1	1	4	2	0		0	2	0	0	2		
Approch %	10	90	0	0	100		100	0	0	0	5	14.3	57.1	28.6	0		0	100	0	0	10		
Total %	5	45	0	0	50		5	0	0	0	5	5	20	10	0		0	10	0	0	10		

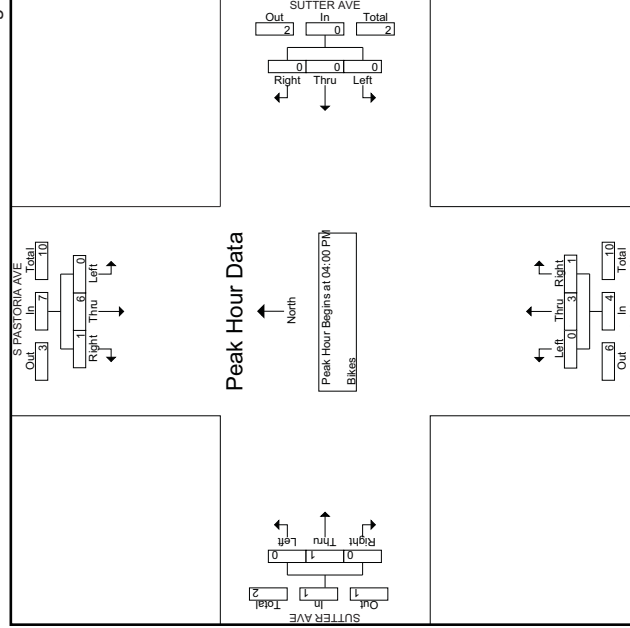
S PASTORIA AVE Southbound						SUTTER AVE Westbound						S PASTORIA AVE Northbound						SUTTER AVE Eastbound					
Start Time	Right	Thru	Left	App. Total	Peak 1 of 1	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total					
Peak Hour Analysis From 04:00 PM to 03:45 PM - Peak 1 of 1																							
Peak Hour	Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	0	0		0	0	0	0		0	0	0	1	0	0	0	1					
04:15 PM	0	1	0	1		0	0	0	0		0	0	0	0	0	0	0	0					
04:30 PM	1	1	0	2		0	0	0	0		0	1	0	1	0	1	0	1					
04:45 PM	0	4	0	4		0	0	0	0		0	2	0	2	0	0	0	6					
Total Volume	1	6	0	7		0	0	0	0		1	3	0	4	0	1	0	12					
% App. Total	14.3	85.7	0			0	0	0	0		25	75	0	500	0	100	0	500					
% App. PHF	250	375	0	438		0	0	0	0		250	375	0	500	0	250	0	500					

Start Time	S PASTORIA AVE						SUTTER AVE						S PASTORIA AVE						SUTTER AVE					
	Right	Southbound	App. Total	Right	Thru	Left	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis from 04:00 PM to 05:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:00 PM																								
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	
04:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	
04:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	4	
04:45 PM	0	4	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6	
Total Volume	1	6	0	7	0	0	0	0	0	0	1	3	0	0	1	3	0	0	4	0	1	0	1	
% App. Total	14.3	85.7	0	100	0	0	0	0	0	0	25	75	0	0	100	0	100	0	100	0	100	0	100	
PHF	.250	.375	.000	.438	.000	.000	.000	.000	.000	.000	.250	.375	.000	.500	.000	.250	.000	.500	.000	.250	.000	.250	.500	

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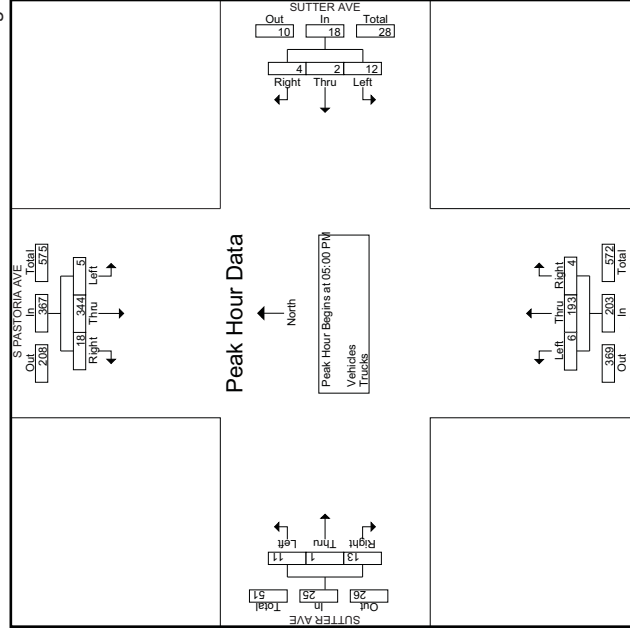
File Name : 2PM FINAL
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Groups Printed- Vehicles - Trucks														
S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds
04:00 PM	2	38	1	0	41	1	0	2	0	3	0	36	2	0
04:15 PM	0	52	2	0	56	4	0	13	2	19	2	38	0	0
04:30 PM	1	43	3	0	47	2	0	7	3	12	1	39	3	0
04:45 PM	3	50	5	0	58	3	0	6	0	9	2	45	1	1
Total	6	183	11	2	202	10	0	28	5	43	5	158	6	1
05:00 PM	4	64	2	0	70	0	2	6	1	9	1	41	1	3
05:15 PM	4	68	3	0	75	2	0	3	3	8	0	56	2	0
05:30 PM	6	110	0	0	116	2	0	2	1	5	1	44	0	0
05:45 PM	4	102	0	0	106	0	0	1	0	1	2	52	3	0
Total	18	344	5	0	367	4	2	12	5	23	4	193	6	3
Grand Total	24	527	16	2	569	14	2	40	10	66	9	351	12	4
Approach %	4.2	92.6	2.8	0.4	21.2	3	60.6	15.2	2.4	93.4	3.2	1.1	31.4	2.9
Total %	2.2	48.8	1.5	0.2	52.6	1.3	0.2	3.7	0.9	6.1	0.8	32.5	1.1	0.4
Vehicles	24	525	15	2	566	14	2	40	10	66	8	346	12	4
% Vehicles	100	99.6	93.8	100	99.5	100	100	100	100	98.9	100	100	98.4	100
Trucks	0	2	1	0	3	0	0	0	0	1	5	0	0	0
% Trucks	0	0.4	6.2	0	0.5	0	0	0	0	11.1	1.4	0	0	1.6

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Groups Printed- Trucks

Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	2	1	0	3	0	0	0	0	0	1	5	0	0	6	0	0	2	0	2
Approch %	0	66.7	33.3	0		0	0	0	0	0	16.7	83.3	0	0	54.5	0	0	100	0	18.2
Total %	0	18.2	9.1	0	27.3	0	0	0	0	0	9.1	45.5	0	0	54.5	0	0	18.2	0	18.2

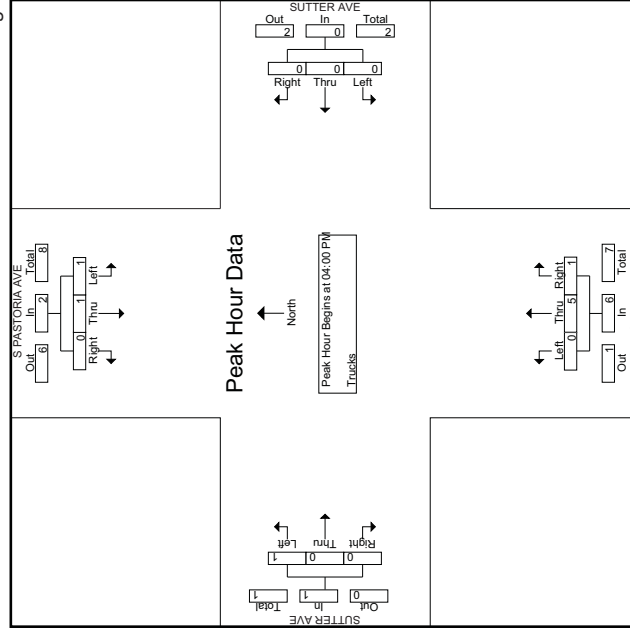
Start Time	S PASTORIA AVE Southbound					SUTTER AVE Westbound					S PASTORIA AVE Northbound					SUTTER AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0
Total Volume	0	1	1	0	2	0	0	0	0	0	16.7	83.3	0	0	6	0	0	1	0	1
% App. Total	0	.50	.50	0	.500	.000	.000	.000	.000	.000	.250	.625	.000	.750	.000	.250	.250	.500	.000	.750
PHF	.000	.250	.250	0		.000	.000	.000	.000	.000	.250	.625	.000	.750	.000	.250	.250	.500	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

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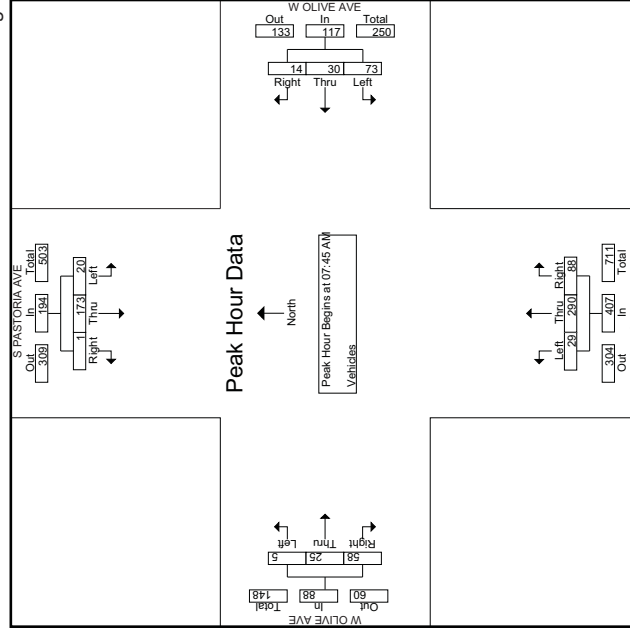
Groups Printed- Vehicles

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	12	0	0	12	0	1	7	1	9	5	22	2	3	32	3	5	0	0	8
07:15 AM	0	30	1	0	31	1	4	15	1	21	10	36	0	1	47	7	5	0	3	15
07:30 AM	0	30	2	2	34	1	6	10	0	17	7	40	1	0	48	7	8	1	3	19
07:45 AM	0	38	5	15	58	3	7	16	8	34	25	68	10	3	106	11	7	2	12	32
Total	0	110	8	17	135	5	18	48	10	81	47	166	13	7	233	28	25	3	18	74
08:00 AM	0	66	7	0	73	6	6	24	0	36	17	67	4	0	88	33	7	1	26	67
08:15 AM	0	39	5	0	44	1	10	14	0	25	23	98	13	0	134	9	6	1	11	27
08:30 AM	1	30	3	0	34	4	7	19	0	30	23	57	2	2	84	5	5	1	2	13
08:45 AM	0	32	4	2	38	3	5	9	0	17	23	76	8	1	108	5	4	1	4	14
Total	1	167	19	2	189	14	28	66	0	108	86	298	27	3	414	52	22	4	43	121
Grand Total	1	277	27	19	324	19	46	114	10	189	133	464	40	10	647	80	47	7	61	195
Approach %	0.3	85.5	8.3	5.9		10.1	24.3	60.3	5.3		20.6	71.7	6.2	1.5		41	24.1	3.6	31.3	
Total %	0.1	20.4	2	1.4	23.9	1.4	3.4	8.4	0.7	13.9	9.8	34.2	3	0.7	47.7	5.9	3.5	0.5	4.5	14.4

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:45 AM	0	38	5	43		3	7	16	26		25	68	10	103		11	7	2	20	
08:15 AM	0	36	7	43		6	24	3	24		17	67	4	186		33	7	1	41	
08:30 AM	1	30	3	34		4	19	0	25		23	98	13	194		9	6	1	16	
Total Volume	1	173	20	194		14	30	73	117		88	290	29	407		58	25	5	88	
% App. Total	0.5	89.2	10.3			12	25.6	62.4			21.6	71.3	7.1			65.9	28.4	5.7		
PHF	0.50	0.655	0.714	0.664		0.583	0.750	0.760	0.813		0.880	0.740	0.558	0.759		0.439	0.893	0.625	0.537	0.847

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

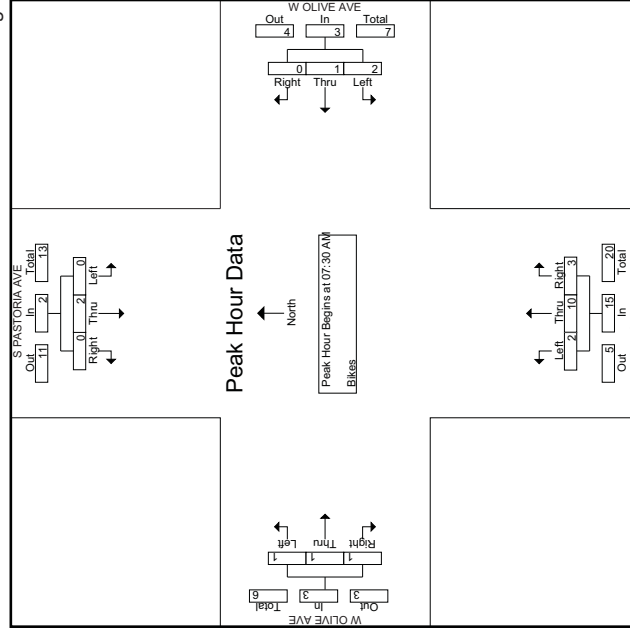
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Groups Printed- Bikes

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	2	0	6	0	0	0	0	0
Total	0	2	0	0	2	0	1	2	0	3	4	8	1	0	13	0	1	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	1	1	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	0	1	2	0	3	0	6	2	0	8	1	3	1	0	5
Grand Total	0	2	0	0	2	0	2	4	0	6	4	14	3	0	21	1	4	1	0	6
Approch %	0	100	0	0	0	0	33.3	66.7	0	17.1	19	66.7	14.3	0	60	16.7	66.7	16.7	0	0
Total %	0	5.7	0	0	5.7	0	5.7	11.4	0	17.1	11.4	40	8.6	0	60	2.9	11.4	2.9	0	17.1

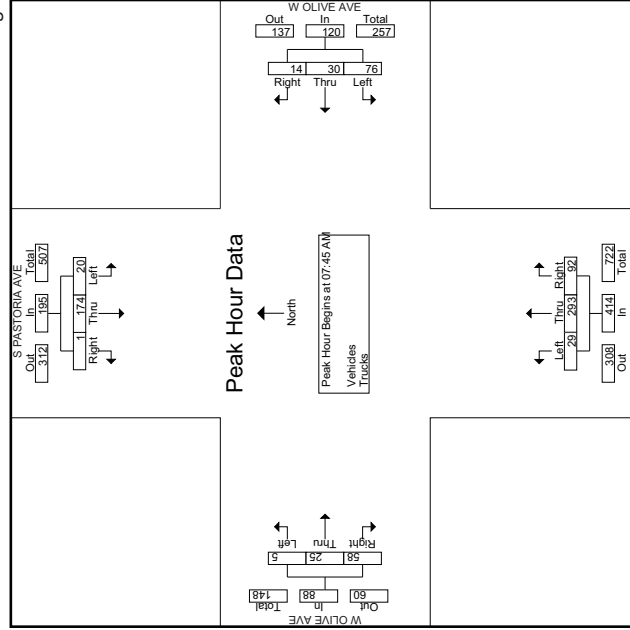
Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.333	.667	.000	.750	.250	.625	.250	.750	.250	.250	.250	.250	.250	.821



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Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	13	0	0	13	0	1	8	1	9	6	22	2	3	33	3	6	0	0	9
07:15 AM	0	31	1	0	32	1	4	17	1	23	10	36	0	1	47	7	5	0	3	15
07:30 AM	0	31	2	15	59	1	6	10	0	17	8	40	1	0	49	7	8	1	3	19
07:45 AM	0	39	5	15	59	3	7	17	8	35	25	68	10	3	106	11	7	2	12	32
Total	0	114	8	17	139	5	18	52	10	85	49	166	13	7	235	28	26	3	18	75
08:00 AM	0	66	7	0	73	6	6	25	0	37	18	68	4	0	90	33	7	1	26	67
08:15 AM	0	39	5	0	44	1	10	15	0	26	24	98	13	0	135	9	6	1	11	27
08:30 AM	1	30	3	0	34	4	7	19	0	30	25	59	2	2	88	5	5	1	2	13
08:45 AM	0	32	4	2	38	3	5	9	0	17	23	77	8	1	109	5	4	1	4	14
Total	1	167	19	2	189	14	28	68	0	110	90	302	27	3	422	52	22	4	43	121
Grand Total	1	281	27	19	328	19	46	120	10	195	139	468	40	10	657	80	48	7	61	196
Approach %	0.3	85.7	8.2	5.8	9.7	23.6	61.5	5.1	21.2	71.2	6.1	1.5	40.8	24.5	3.6	31.1	5.8	3.5	0.5	4.4
Total %	0.1	20.4	2	1.4	23.8	1.4	3.3	8.7	0.7	14.2	10.1	34	2.9	0.7	47.7	5.8	3.5	0.5	4.4	14.2
Vehicles	1	277	27	19	324	19	46	114	10	189	133	464	40	10	647	80	47	7	61	195
% Vehicles	100	98.6	100	100	98.8	100	100	95	100	96.9	95.7	99.1	100	100	98.5	100	97.9	100	100	99.5
Trucks	0	4	0	0	4	0	0	6	0	6	6	4	0	0	10	0	1	0	0	1
% Trucks	0	1.4	0	0	1.2	0	0	5	0	3.1	4.3	0.9	0	0	1.5	0	2.1	0	0	0.5

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Groups Printed- Trucks

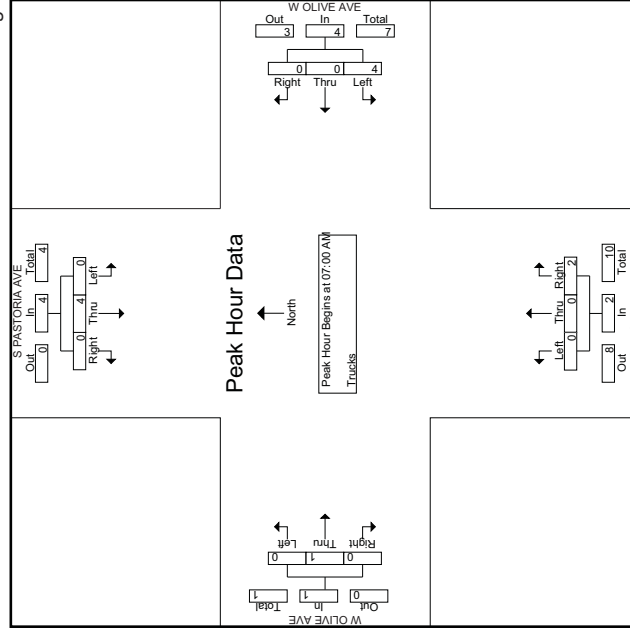
Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1
07:15 AM	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	4	0	4	2	0	0	0	2	0	1	0	0	1
08:00 AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2	4	4	0	0	8	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	6	0	6	6	4	0	0	10	0	1	0	0	1
Approch %	0	100	0	0	0	0	0	100	0	0	60	40	0	0	100	0	100	0	0	0
Total %	0	19	0	0	19	0	0	28.6	0	28.6	28.6	19	0	0	47.6	0	4.8	0	0	4.8

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1
07:15 AM	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	0	4	0	0	4	0	4	2	0	0	0	2	0	1	0	0	1
% App. Total	0	100	0	0	100	0	0	100	0	0	100	0	0	0	100	0	100	0	0	100
PHF	.000	1.000	.000	1.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.000	.500	.000	.250	.000	.000	.688

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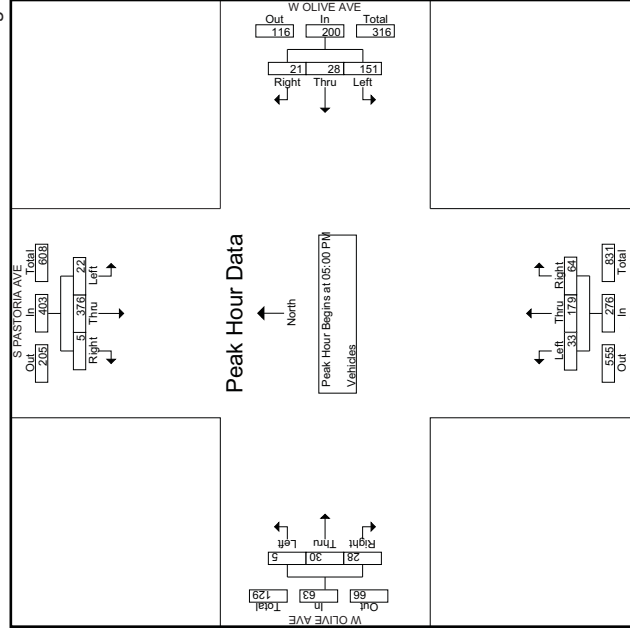
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Groups Printed- Vehicles

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	37	3	2	42	2	6	16	0	24	15	33	6	0	54	4	7	3	1	15
04:15 PM	1	63	4	3	71	7	11	21	4	43	13	29	4	3	49	7	3	2	2	14
04:30 PM	0	56	7	5	68	5	6	31	2	44	22	37	7	0	66	10	3	2	16	31
04:45 PM	0	61	2	5	68	6	8	23	5	42	18	47	6	3	74	10	7	3	5	25
Total	1	217	16	15	249	20	31	91	11	153	68	146	23	6	243	31	20	10	24	85
05:00 PM	1	85	7	3	96	4	9	43	0	56	13	34	10	1	58	8	6	1	4	19
05:15 PM	3	70	4	6	83	8	9	43	2	62	12	49	5	1	67	7	7	1	4	19
05:30 PM	1	113	6	7	127	6	2	35	3	46	18	42	9	4	73	6	9	1	4	20
05:45 PM	0	108	5	0	113	3	8	30	1	42	21	54	9	1	85	7	8	2	2	19
Total	5	376	22	16	419	21	28	151	6	206	64	179	33	7	283	28	30	5	14	77
Grand Total	6	593	38	31	668	41	59	242	17	359	132	325	56	13	526	59	50	15	38	162
Approach %	0.9	88.8	5.7	4.6	11.4	16.4	67.4	4.7	11.4	16.4	67.4	4.7	11.4	16.4	67.4	36.4	30.9	9.3	23.5	17.15
Total %	0.3	34.6	2.2	1.8	39	2.4	3.4	14.1	1	20.9	7.7	19	3.3	0.8	30.7	3.4	2.9	0.9	2.2	9.4

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	1	55	7	93	155	4	9	43	0	56	13	34	10	1	58	8	6	1	4	19
05:15 PM	3	10	4	170	197	8	9	43	2	62	12	49	5	1	67	7	7	1	4	19
05:30 PM	1	113	6	7	137	6	2	35	3	46	18	42	9	4	73	6	9	1	4	20
05:45 PM	0	108	5	113	236	3	8	30	1	42	21	54	9	1	85	7	8	2	2	19
Total Volume	5	376	22	403	1106	21	28	151	6	206	64	179	33	7	283	28	30	5	14	77
% App. Total	1.2	93.3	5.5	7.86	840	6.56	7.78	878	833	833	762	829	825	821	821	875	833	625	926	924
PHF	417	832	786	840	840	417	832	786	840	840	417	832	786	840	840	417	832	786	840	840

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Site Code : 00000003
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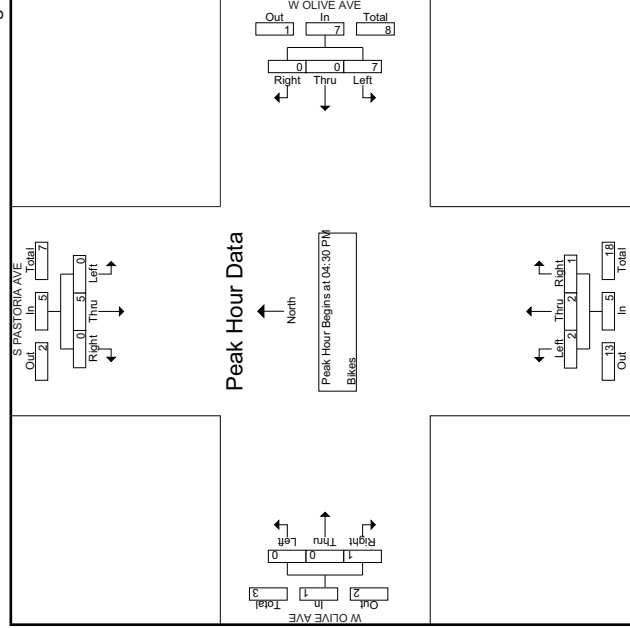


Groups Printed- Bikes

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
04:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0
04:45 PM	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
Total	0	5	0	0	5	0	0	6	0	6	0	0	3	0	3	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2
Total	0	1	0	0	1	1	1	5	0	7	1	3	0	0	4	1	2	0	0	3
Grand Total	0	6	0	0	6	1	1	11	0	13	1	3	3	0	7	2	2	0	0	4
Approach %	0	100	0	0	7.7	7.7	84.6	0	43.3	14.3	42.9	42.9	0	50	50	0	0	0	0	13.3
Total %	0	20	0	0	20	3.3	36.7	0	43.3	3.3	10	10	0	23.3	6.7	6.7	0	0	0	13.3

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
04:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0
04:45 PM	0	4	0	0	4	0	0	2	0	2	1	0	0	1	1	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	1	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1
Total Volume	0	5	0	0	5	0	0	7	0	7	1	2	2	0	5	1	0	0	0	1
% App. Total	0	100	0	0	100	0	0	100	0	100	20	40	40	0	100	0	0	0	0	100
PHF	.000	.313	.000	.000	.313	.000	.875	.875	.875	.875	.250	.250	.500	.625	.625	.250	.000	.000	.250	.750

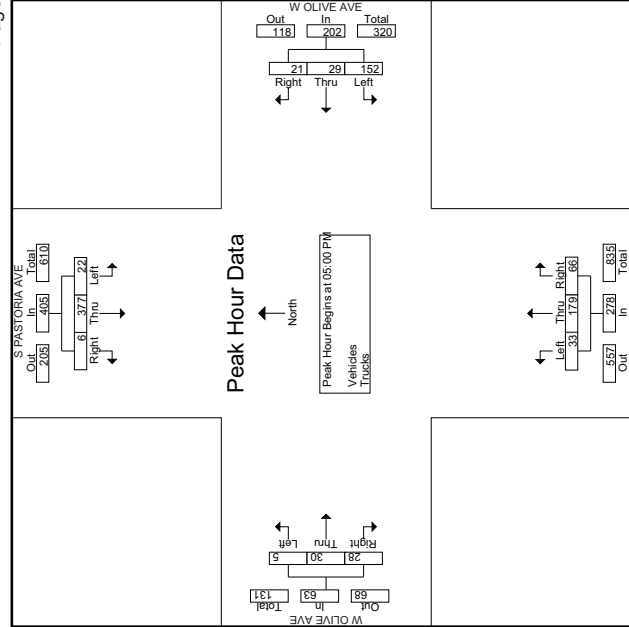
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1



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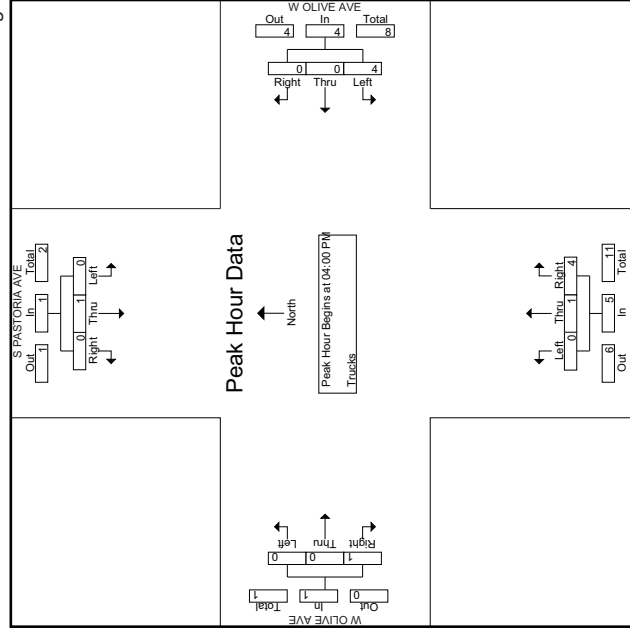
Groups Printed- Vehicles - Trucks															
S PASTORIA AVE				W OLIVE AVE				S PASTORIA AVE				W OLIVE AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
04:00 PM	0	37	2	42	2	6	50	17	34	0	57	4	7	3	15
04:15 PM	1	64	4	3	72	7	11	22	4	44	13	29	4	3	49
04:30 PM	0	56	7	5	68	6	6	32	2	45	37	7	0	68	10
04:45 PM	0	61	2	5	68	6	8	25	5	44	18	47	6	3	74
Total	1	218	16	15	250	20	31	95	11	157	72	147	23	6	248
05:00 PM	1	85	7	3	96	4	9	43	0	56	14	34	10	1	59
05:15 PM	4	70	4	6	84	8	9	43	2	62	12	49	5	1	67
05:30 PM	1	114	6	7	128	6	2	36	3	47	19	42	9	4	74
05:45 PM	0	108	5	0	113	3	9	30	1	43	21	54	9	1	85
Total	6	377	22	16	421	21	29	152	6	208	66	179	33	7	285
Grand Total	7	595	38	31	671	41	60	247	17	365	138	326	56	13	533
Approach %	1	88.7	5.7	4.6	112	16.4	67.7	4.7	25.9	61.2	10.5	2.4	36.8	30.7	9.2
Total %	0.4	34.4	2.2	1.8	38.7	2.4	3.5	14.3	1	21.1	8	18.8	3.2	0.8	30.8
Vehicles	6	593	38	31	668	41	59	242	17	359	132	325	56	13	526
% Vehicles	85.7	99.7	100	100	99.6	100	98.3	98	100	98.4	95.7	99.7	100	100	99.7
Trucks	1	2	0	0	3	0	1	5	0	6	6	1	0	0	7
% Trucks	14.3	0.3	0	0	0.4	0	1.7	2	0	1.6	4.3	0.3	0	0	1.3
S PASTORIA AVE				W OLIVE AVE				S PASTORIA AVE				W OLIVE AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	1	85	7	93	4	9	43	56	14	34	10	58	8	6	1
05:15 PM	4	70	4	78	8	9	43	60	12	49	5	66	7	1	15
05:30 PM	1	114	6	111	2	36	41	19	42	9	74	6	9	1	15
05:45 PM	0	108	5	113	3	9	30	43	21	54	9	84	7	8	16
Total Vehicles	6	377	22	405	21	29	152	202	66	179	33	278	28	30	5
% App. PHE	15	93.1	5.4	10.4	14.4	75.2	2	23.7	64.4	11.9	8.7	44.4	47.6	7.9	63
% App. PHE	375	827	7983	8357	6566	864	894	842	786	929	825	827	875	833	625

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Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	4	0	4	4	1	0	0	5	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0
Grand Total	1	2	0	0	3	0	1	5	0	6	6	1	0	0	7	1	0	0	0	1
Approach %	33.3	66.7	0	0	17.6	0	16.7	83.3	0	35.3	85.7	14.3	0	0	41.2	100	0	0	0	5.9
Total %	5.9	11.8	0	0	17.6	0	5.9	29.4	0	35.3	35.3	5.9	0	0	41.2	5.9	0	0	0	5.9

Start Time	S PASTORIA AVE Southbound					W OLIVE AVE Westbound					S PASTORIA AVE Northbound					W OLIVE AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	4	0	4	4	1	0	0	5	1	0	0	0	1
Total Volume	0	1	0	0	1	0	0	4	0	4	4	1	0	0	5	1	0	0	0	1
% App. Total	0	100	0	0	250	0	0	100	0	100	80	20	0	0	417	100	0	0	0	250
PHF	.000	.250	.000	.000	.250	.000	.000	.500	.500	.500	.500	.250	.000	.000	.417	.250	.000	.000	.000	.917

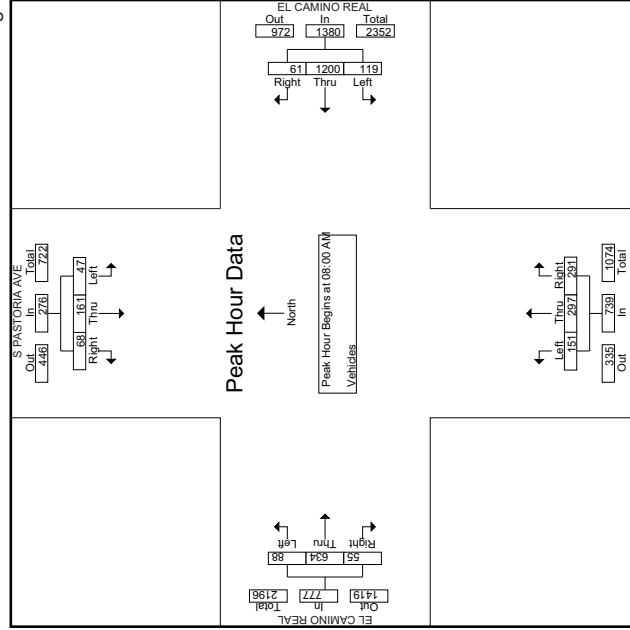


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Groups Printed- Vehicles																					
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL						
Southbound					Westbound					Northbound					Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	5	7	2	24	8	140	11	3	162	13	15	11	8	47	6	60	9	8	83	316
07:15 AM	13	31	10	2	56	15	201	19	2	237	24	30	23	2	79	6	70	11	4	91	463
07:30 AM	10	27	7	2	46	12	250	33	1	296	36	35	26	3	100	10	109	9	7	135	577
07:45 AM	11	42	13	0	66	35	316	28	2	381	55	52	29	1	137	21	121	19	28	189	773
Total	44	105	37	6	192	70	907	91	8	1076	128	132	89	14	363	43	360	48	47	498	2129
08:00 AM	19	94	11	0	124	20	284	52	0	356	68	55	41	2	166	11	128	21	41	201	847
08:15 AM	16	24	13	3	56	12	288	25	3	328	89	96	46	6	237	9	165	22	27	223	844
08:30 AM	21	18	14	3	56	14	314	14	0	342	69	77	24	2	172	15	170	25	8	218	788
08:45 AM	12	25	9	3	49	15	314	28	1	358	65	69	40	2	176	20	171	20	6	217	800
Total	68	161	47	9	285	61	1200	119	4	1384	291	297	151	12	751	55	634	88	82	859	3279
Grand Total	112	266	84	15	477	131	2107	210	12	2460	419	429	240	26	1114	98	994	136	129	1357	5408
Approach %	23.5	55.8	17.6	3.1	5.3	85.7	8.5	0.5	37.6	38.5	21.5	2.3	7.2	73.2	10	9.5	2.5	2.4	25.1		
Total %	2.1	4.9	1.6	0.3	8.8	2.4	3.9	0.2	45.5	7.7	7.9	4.4	0.5	20.6	1.8	18.4	2.5	2.4			
Peak Hour for Entire Intersection Begins at 08:00 AM																					
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL						
Southbound					Westbound					Northbound					Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
08:00 AM	19	94	11	124	20	284	52	356	68	55	41	164	11	128	21	160					804
08:15 AM	16	24	13	53	12	288	25	325	89	96	46	231	9	165	22	196					805
08:30 AM	21	18	14	53	14	314	14	342	69	77	24	170	15	170	25	210					775
08:45 AM	12	25	9	46	15	314	28	357	65	69	40	174	20	171	20	211					788
Total Volume	68	161	47	276	61	1200	119	1380	291	297	151	739	55	634	88	777					3172
% App. Total	24.6	58.3	17	5.4	87	8.6	96.6	40.2	20.4	7.1	81.6	11.3									985
PHE	810	428	839	566	763	955	572	966	817	773	821	800	688	927	880	921					985

Groups Printed- Vehicles																				
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL					
Start Time	Right	Thru	Left	App. Total	Southbound	Right	Thru	Left	App. Total	Westbound	Right	Thru	Left	App. Total	Northbound	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM	Peak of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM	Peak of 1																			
08:00 AM	19	94	11	124	20	284	52	0	356	68	55	41	164	11	164	11	128	21	160	804
08:15 AM	16	24	13	53	12	288	25	3	325	89	96	46	231	9	231	9	165	22	196	805
08:30 AM	21	18	14	53	14	314	14	342	69	77	24	170	15	170	15	170	25	210	775	
08:45 AM	12	25	9	46	15	314	28	357	65	69	40	174	20	174	20	171	20	211	788	
Total Volume	68	161	47	276	61	1200	119	1380	291	297	151	739	55	739	55	634	68	777	3172	
% App. Total	24.6	58.3	17	3.1	4.4	87	8.6	0.5	39.4	40.2	20.4	7.1	81.6	11.3	9.5	2.5	2.4			
PHF	.810	.428	.839	.556	.763	.955	.572	.966	.817	.773	.821	.800	.688	.927	.880	.921	.985			

File Name : 4AM FINAL
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Traffic Data Service

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

File Name : 4AM FINAL
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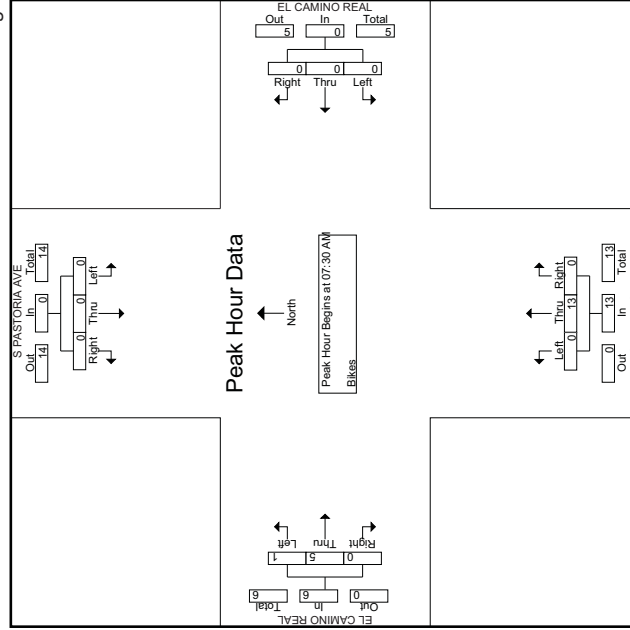
Groups Printed- Bikes														
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	11	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	1	0	0	1	0	3	0	0	3	0	2	0	0
Total	0	1	0	0	1	0	3	0	0	3	0	9	0	2
Grand Total	0	1	0	0	1	0	3	0	0	3	2	20	0	0
Approach %	0	100	0	0	0	0	100	0	0	0	9.1	90.9	0	0
Total %	0	3	0	0	3	0	9.1	0	0	9.1	6.1	60.6	0	0

EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	6	2	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	85.7	14.3	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	18.2	3	0
Total	0	0	0	0	0	0	0	0	0	0	0	106.9	17.3	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	106.9	17.3	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	85.7	14.3	0
Total %	0	0	0	0	0	0	0	0	0	0	0	85.7	14.3	0

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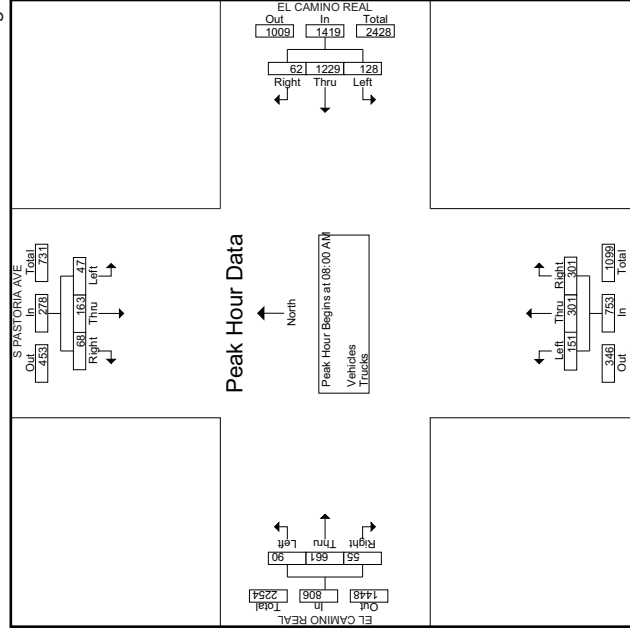
File Name : 4AM FINAL
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Groups Printed- Vehicles - Trucks														
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE				
Southbound					Westbound					Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru
07:00 AM	10	5	8	25	8	147	12	3	167	13	16	11	8	48
07:15 AM	13	33	11	2	59	15	207	22	2	246	26	30	23	2
07:30 AM	10	28	7	2	47	12	255	36	1	304	37	36	26	3
07:45 AM	11	43	14	0	68	35	324	2	393	59	52	29	1	141
Total	44	109	40	6	199	70	930	102	8	1110	135	134	89	14
08:00 AM	19	95	11	0	125	20	287	55	0	362	72	57	41	2
08:15 AM	16	25	13	3	57	12	294	28	3	337	92	96	46	6
08:30 AM	21	18	14	3	56	15	324	16	0	355	70	79	24	2
08:45 AM	12	25	9	3	49	15	324	29	1	369	67	69	40	2
Total	68	163	47	9	287	62	1229	128	4	1423	301	301	151	12
Grand Total	112	272	87	15	486	132	2159	230	12	2533	436	435	240	26
Approach %	23	56	17.9	3.1	5.2	85.2	9.1	0.5	38.3	38.3	21.1	2.3	7	74
Total %	2	4.9	1.6	0.3	8.7	24	38.8	4.1	0.2	45.5	7.8	4.3	0.5	20.4
Vehicles	112	266	84	15	477	131	2107	210	12	2460	419	429	240	26
% Vehicles	100	97.8	96.6	100	98.1	99.2	97.6	91.3	100	97.1	96.1	98.6	100	100
Trucks	0	6	3	0	9	1	52	20	0	73	17	6	0	23
% Trucks	0	2.2	3.4	0	1.9	0.8	2.4	8.7	0	2.9	3.9	1.4	0	2

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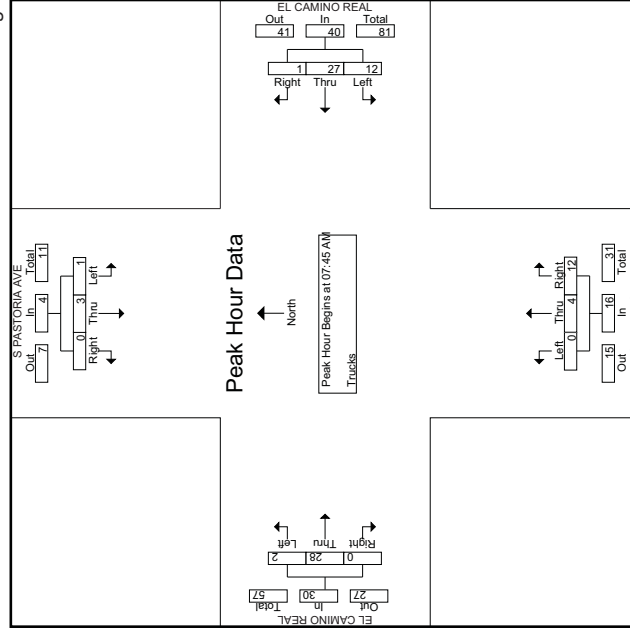
File Name : 4AM FINAL
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Start Time	S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	0	1	0	1	0	4	1	0	5	0	1	0	0	1	0	5	0	0	5
07:15 AM	0	2	1	0	3	0	6	3	0	9	2	0	0	0	2	0	4	0	0	4
07:30 AM	0	1	0	0	1	0	5	3	0	8	1	1	0	0	2	0	5	0	0	5
07:45 AM	0	1	1	0	2	0	8	4	0	12	4	0	0	0	4	0	5	0	0	5
Total	0	4	3	0	7	0	23	11	0	34	7	2	0	0	9	0	19	0	0	19
08:00 AM	0	1	0	0	1	0	3	3	0	6	4	2	0	0	6	0	7	1	0	8
08:15 AM	0	1	0	0	1	0	6	3	0	9	3	0	0	0	3	0	9	1	0	10
08:30 AM	0	0	0	0	0	1	10	2	0	13	1	2	0	0	3	0	7	0	0	7
08:45 AM	0	0	0	0	0	0	10	1	0	11	2	0	0	0	2	0	4	0	0	4
Total	0	2	0	0	2	1	29	9	0	39	10	4	0	0	14	0	27	2	0	29
Grand Total	0	6	3	0	9	1	52	20	0	73	17	6	0	0	23	0	46	2	0	48
Approch %	0	66.7	33.3	0	1.4	0	71.2	27.4	0	73.9	26.1	0	0	0	95.8	0	30.1	1.3	0	31.4
Total %	0	3.9	2	0	5.9	0	47.7	13.1	0	47.7	11.1	3.9	0	0	15	0	30.1	1.3	0	31.4

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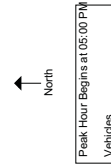


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Groups Printed- Vehicles

Start Time	S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	18	26	9	4	57	14	236	60	6	316	25	27	29	4	85	42	305	34	6	387
04:15 PM	34	45	21	2	102	18	202	52	6	278	28	28	24	2	82	38	320	23	15	396
04:30 PM	21	49	20	1	91	16	263	63	2	344	33	31	23	6	93	33	339	17	17	406
04:45 PM	28	49	14	6	97	22	234	55	4	315	35	30	23	0	88	42	385	34	14	475
Total	101	169	64	13	347	70	935	230	18	1253	121	116	99	12	348	155	1349	108	52	1664
05:00 PM	40	68	23	5	136	16	216	74	1	307	29	28	30	4	91	34	315	19	3	371
05:15 PM	26	89	13	1	129	13	236	79	3	331	35	41	27	2	105	40	363	34	8	445
05:30 PM	33	85	31	2	151	22	264	71	1	358	39	30	22	8	99	36	388	24	9	457
05:45 PM	26	100	28	2	156	26	251	59	1	337	43	44	26	0	113	50	341	34	1	426
Total	125	342	95	10	572	77	967	283	6	1333	146	143	105	14	408	160	1407	111	21	1699
Grand Total	226	511	159	23	919	147	1902	513	24	2586	267	259	204	26	756	315	2756	219	73	3363
Approach %	24.6	55.6	17.3	2.5	5.7	73.5	19.8	0.9	35.3	34.3	27	3.4	9.4	82	6.5	2.2	6.5	2.2	1	44.1
Total %	3	6.7	2.1	0.3	12.1	1.9	24.9	6.7	0.3	33.9	3.5	3.4	2.7	0.3	9.9	4.1	36.1	2.9	1	44.1

Peak Hour Data



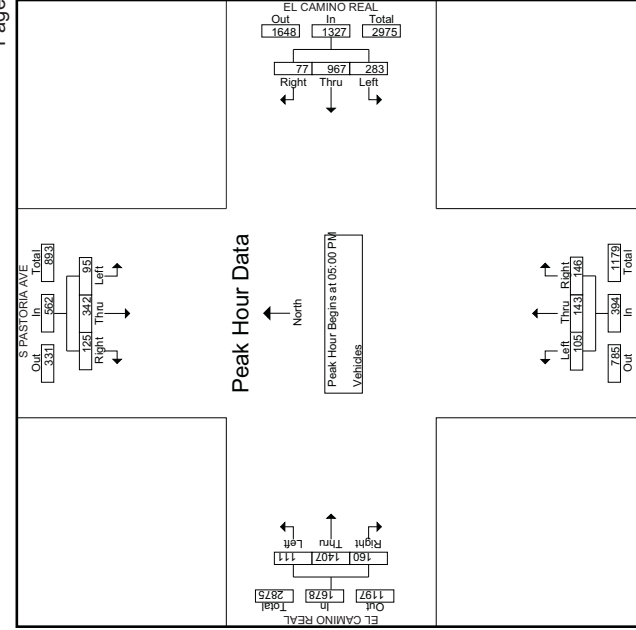
Peak Hour Begins at 05:00 PM

Vehicles

Start Time	S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	40	68	23	5	136	16	216	74	1	307	29	28	30	4	91	34	315	19	3	371
05:15 PM	26	89	13	1	129	13	236	79	3	331	35	41	27	2	105	40	363	34	8	445
05:30 PM	33	85	31	2	151	22	264	71	1	358	39	30	22	8	99	36	388	24	9	457
05:45 PM	26	100	28	2	156	26	251	59	1	337	43	44	26	0	113	50	341	34	1	426
Total	125	342	95	10	572	77	967	283	6	1333	146	143	105	14	408	160	1407	111	21	1699
Grand Total	226	511	159	23	919	147	1902	513	24	2586	267	259	204	26	756	315	2756	219	73	3363
Approach %	24.6	55.6	17.3	2.5	5.7	73.5	19.8	0.9	35.3	34.3	27	3.4	9.4	82	6.5	2.2	6.5	2.2	1	44.1
Total %	3	6.7	2.1	0.3	12.1	1.9	24.9	6.7	0.3	33.9	3.5	3.4	2.7	0.3	9.9	4.1	36.1	2.9	1	44.1

Start Time	S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	40	68	23	5	136	16	216	74	1	307	29	28	30	4	91	34	315	19	3	371
05:15 PM	26	89	13	1	129	13	236	79	3	331	35	41	27	2	105	40	363	34	8	445
05:30 PM	33	85	31	2	151	22	264	71	1	358	39	30	22	8	99	36	388	24	9	457
05:45 PM	26	100	28	2	156	26	251	59	1	337	43	44	26	0	113	50	341	34	1	426
Total	125	342	95	10	572	77	967	283	6	1333	146	143	105	14	408	160	1407	111	21	1699
% App. Total	22.2	60.9	16.9	2.5	5.7	73.5	19.8	0.9	35.3	34.3	27	3.4	9.4	82	6.5	2.2	6.5	2.2	1	44.1
PHF	.781	.855	.766	.912	.740	.916	.896	.929	.849	.813	.875	.872	.800	.907	.936	.948				

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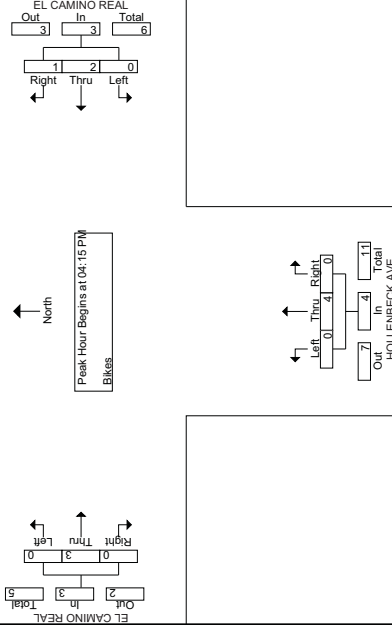
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Start Time	S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	1	0	6	0	1	0	0	1	3	0	0	4	0	3	0	0	3	14
05:00 PM	0	2	0	0	2	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1
05:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	8	0	0	10	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2
Grand Total	2	13	1	0	16	2	2	0	0	4	1	4	0	0	5	0	5	0	0	5
Approch %	12.5	81.2	6.2	0	50	50	50	0	0	13.3	20	80	0	0	16.7	0	100	0	0	16.7
Total %	6.7	43.3	3.3	0	53.3	6.7	6.7	0	0	13.3	3.3	13.3	0	0	16.7	0	16.7	0	0	16.7

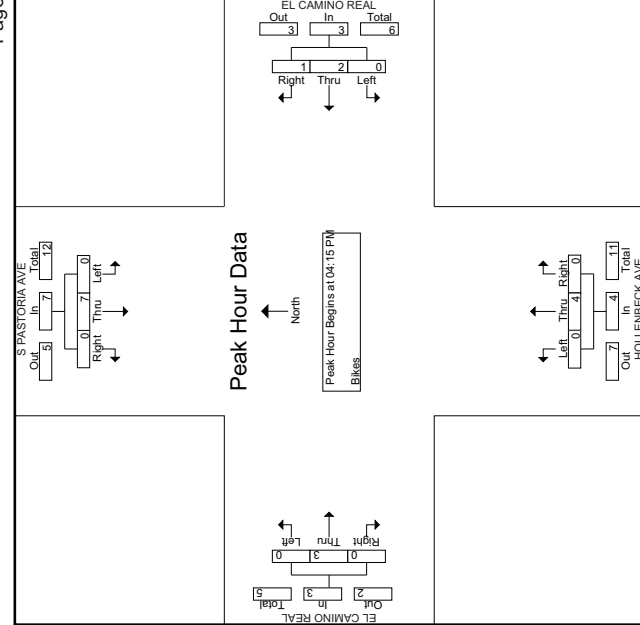
Peak Hour Data



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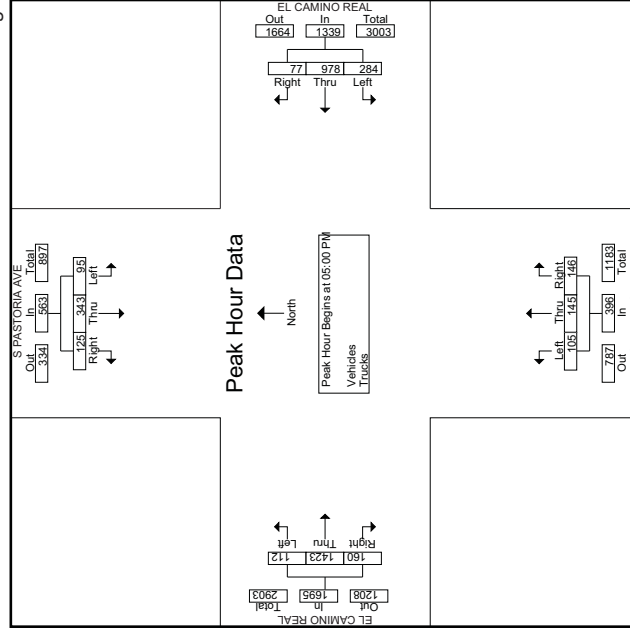
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Groups Printed- Vehicles - Trucks														
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE				
Southbound					Westbound					Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru
04:00 PM	18	27	10	55	14	242	63	6	322	26	30	29	4	89
04:15 PM	34	46	23	103	18	207	53	6	284	28	28	25	2	83
04:30 PM	21	49	21	91	17	267	63	2	349	33	32	23	6	94
04:45 PM	29	50	14	93	23	239	55	4	321	36	30	23	0	89
Total	102	172	68	342	72	955	231	18	1276	123	120	100	12	355
05:00 PM	40	68	23	131	16	219	75	1	311	29	29	30	4	92
05:15 PM	26	89	13	128	13	239	79	3	334	35	41	27	2	105
05:30 PM	33	86	31	150	22	267	71	1	361	39	31	22	8	100
05:45 PM	26	100	28	154	26	253	59	1	339	43	44	26	0	113
Total	125	343	95	563	77	978	284	6	1345	146	145	105	14	410
Grand Total	227	515	163	905	149	1933	515	24	2621	269	265	205	26	765
Approach %	24.5	55.5	17.6	25	5.7	73.8	19.6	0.9	35.2	34.6	26.8	3.4	9.3	82.6
Total %	2.9	6.7	2.1	0.3	1.2	1.9	25	0.3	34	3.5	3.4	2.7	0.3	9.9
Vehicles	226	511	159	233	147	1902	513	24	2586	287	259	204	26	756
% Vehicles	99.6	99.2	97.5	100	99.7	98.4	99.6	100	98.7	99.3	97.7	99.5	100	98.8
Trucks	1	4	4	9	2	31	2	0	35	2	6	1	0	9
% Trucks	0.4	0.8	2.5	0	1.3	1.6	0.4	0	1.3	0.7	2.3	0.5	0	1.2

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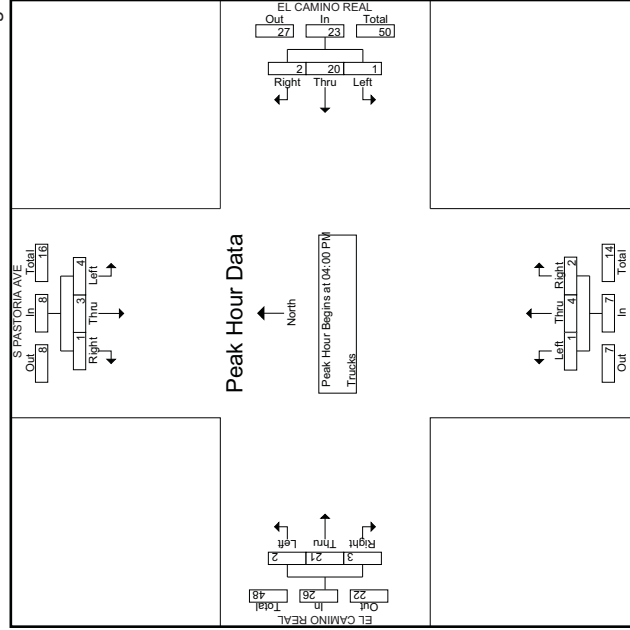
Groups Printed- Trucks																					
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	1	2	0	6	0	6	1	3	0	4	1	6	2	0	9	21			
04:15 PM	0	1	2	3	0	5	1	6	0	0	1	1	1	5	0	6	16				
04:30 PM	0	1	0	1	1	4	0	5	0	1	0	1	0	5	0	5	12				
04:45 PM	1	1	0	2	1	5	0	6	1	0	0	1	1	5	0	6	15				
Total	1	3	4	8	2	20	1	23	2	4	1	7	3	21	2	26	64				
05:00 PM	0	0	0	0	0	3	1	4	0	1	0	1	0	6	0	6	11				
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7				
05:30 PM	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2	7				
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	5	7				
Total	0	1	0	1	0	11	1	12	0	2	0	2	0	16	1	17	32				
Grand Total	1	4	4	9	2	31	2	35	2	6	1	9	3	37	3	43	96				
Approach %	11.1	44.4	44.4	0	5.7	88.6	5.7	0	22.2	66.7	11.1	0	9.4	3.1	38.5	3.1	44.8				
Total %	1	4.2	4.2	9.4	2.1	32.3	2.1	36.5	2.1	6.2	1	9.4	3.1	38.5	3.1	44.8					

Groups Printed- Trucks																					
S PASTORIA AVE					EL CAMINO REAL					HOLLENBECK AVE					EL CAMINO REAL						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM	0	1	1	2	0	6	0	6	1	3	0	4	1	6	2	0	9	21			
Peak Hour Analysis From 05:00 PM to 05:45 PM	0	1	1	2	0	5	1	6	0	0	1	1	1	5	0	6	16				
Entire Intersection Begins at 04:00 PM	0	0	2	2	1	4	0	5	0	1	0	1	0	5	0	5	12				
04:00 PM	0	1	1	2	1	5	0	6	1	0	0	1	1	5	0	6	15				
04:15 PM	0	0	1	1	1	4	0	5	0	1	0	1	0	5	0	5	12				
04:30 PM	0	0	0	0	1	4	0	5	0	1	0	1	0	5	0	5	12				
04:45 PM	1	1	0	2	1	5	0	6	1	0	0	1	1	5	0	6	15				
04:45 PM	1	1	0	2	1	5	0	6	1	0	0	1	1	5	0	6	15				
Total Volume	1	3	4	8	2	20	1	23	2	4	1	7	3	21	2	26	64				
% App. Total	12.5	37.5	50	66.7	8.7	87	4.3	55.8	28.6	57.1	14.3	19.0	11.5	80.8	7.7	77.2	76.2				
% App. PHE	250	750	500	667	500	833	250	958	500	333	250	438	750	875	250	772	762				

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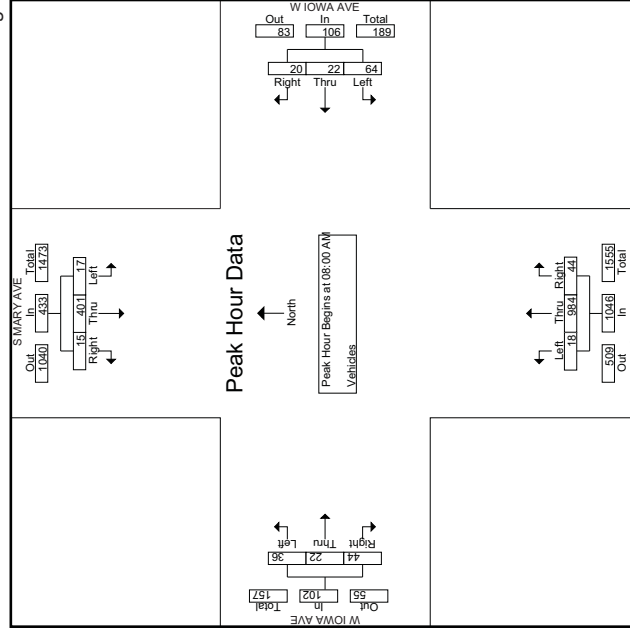


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Groups Printed- Vehicles																				
S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound					
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	2	44	1	0	47	2	0	5	1	8	2	48	1	0	51	2	1	1	3	7
07:15 AM	0	74	0	1	75	0	2	12	1	15	3	81	1	3	88	7	2	4	1	14
07:30 AM	3	107	3	0	113	4	2	15	1	22	4	153	7	0	164	10	2	15	6	33
07:45 AM	1	114	5	5	125	10	10	17	3	40	11	159	5	0	175	4	9	11	13	37
Total	6	339	9	6	360	16	14	49	6	85	20	441	14	3	478	23	14	31	23	91
08:00 AM	5	152	7	1	165	6	9	31	2	48	16	244	6	3	269	18	13	7	2	40
08:15 AM	4	94	3	3	104	4	5	11	2	22	15	260	3	4	282	16	4	8	4	32
08:30 AM	4	74	2	3	83	0	5	10	0	15	8	213	7	1	229	4	2	7	2	15
08:45 AM	2	81	5	0	88	10	3	12	1	26	5	267	2	1	275	6	3	14	4	27
Total	15	401	17	7	440	20	22	64	5	111	44	984	18	9	1055	44	22	36	12	114
Grand Total	21	740	26	13	800	36	36	113	11	196	64	1425	32	12	1533	67	36	67	35	205
Approach %	2.6	92.5	3.2	1.6	18.4	18.4	18.4	57.7	5.6	7.2	4.2	93	2.1	0.8	32.7	17.6	32.7	17.1	2.5	1.3
Total %	0.8	27.1	1	0.5	29.3	1.3	1.3	4.1	0.4	7.2	2.3	52.1	1.2	0.4	56.1	2.5	1.3	2.5	1.3	7.5

S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound					
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
08:00 AM	5	152	7	1	164	6	9	31	2	46	16	244	6	266	18	13	7	38		514
08:15 AM	4	94	3	3	101	4	5	11	20	15	260	3	278	16	4	8	28		427	
08:30 AM	4	74	2	3	80	0	5	10	15	8	213	7	228	4	2	7	13		336	
08:45 AM	2	81	5	88	10	3	12	25	5	267	2	274	6	3	14	23		410		
Total Volume	15	401	17	433	894	20	22	64	106	106	44	984	18	1046	44	22	36	102		1687
% App. Total	3.5	92.6	3.9	18.9	20.8	60.4	18.9	20.8	60.4	1.7	4.2	94.1	1.7	4.3	94.1	611	423	643	671	821
PHF	.750	.660	.607	.660	.576	.500	.611	.516	.576	.668	.921	.643	.941	.611	.423	.643	.671			

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Groups Printed-Bikes

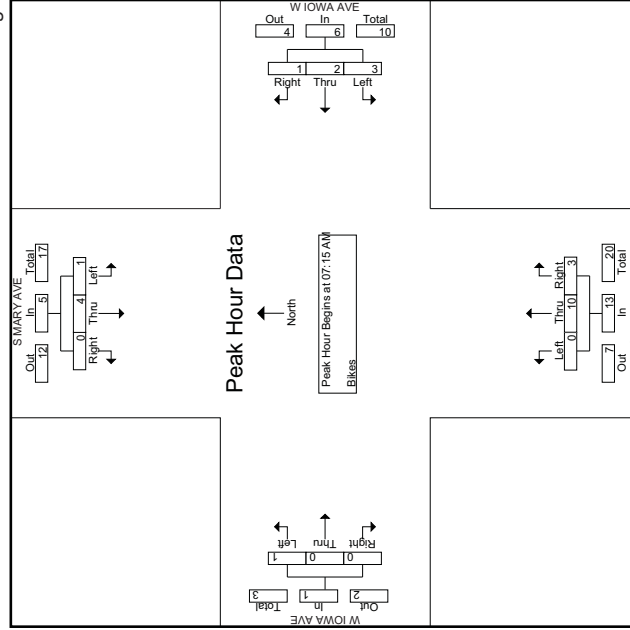
Start Time	S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
07:15 AM	0	1	1	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0
Total	0	6	1	0	7	0	2	2	0	4	2	10	0	0	12	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	2	0	3	1	1	0	0	2	0	0	1	0	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	0	1	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	1	1	0	2	0	3	2	10	0	0	12	0	2	1	0	3
Grand Total	0	7	1	0	8	1	2	4	0	7	4	20	0	0	24	0	2	1	0	3
Approch %	0	87.5	12.5	0	14.3	28.6	57.1	0	16.7	83.3	0	0	66.7	33.3	0	0	4.8	2.4	0	7.1
Total %	0	16.7	2.4	0	19	2.4	4.8	9.5	0	16.7	9.5	47.6	0	0	57.1	0	4.8	2.4	0	7.1

Start Time	S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:15 AM	0	1	1	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
08:00 AM	0	4	1	0	5	1	2	3	0	6	3	10	0	0	13	0	0	1	0	1
Total Volume	0	80	20	0	120	16.7	33.3	50	0	100	23.1	76.9	0	0	100	0	0	100	0	100
% App. Total	0	.80	.20	0	.625	.250	.375	.500	0	.625	.750	.625	0	0	.650	.000	.000	.250	.250	.893
PHF	.000	.500	.250	.000	.625	.250	.375	.500	.000	.625	.750	.625	.000	.000	.650	.000	.000	.250	.250	.893

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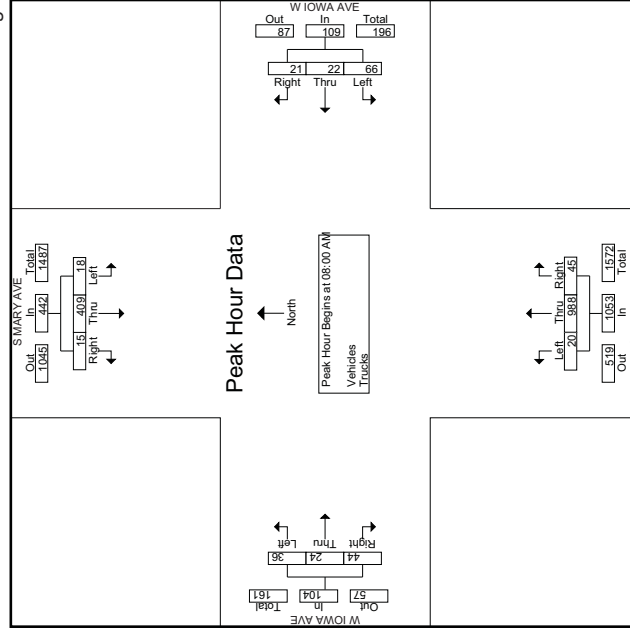


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Groups Printed- Vehicles - Trucks																				
S MARY AVE					W IOWA AVE					S MARY AVE					W IOWA AVE					
Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
07:00 AM	2	46	1	0	49	2	0	5	1	8	2	49	1	0	52	2	1	3	7	116
07:15 AM	1	77	0	1	79	0	2	12	1	15	3	81	1	3	88	7	2	4	1	14
07:30 AM	3	107	3	0	113	4	2	15	1	22	4	154	7	0	165	10	2	16	6	34
07:45 AM	1	115	5	5	126	10	11	17	3	41	11	161	5	0	177	4	9	11	6	37
Total	7	345	9	6	367	16	15	49	6	86	20	445	14	3	482	23	14	32	23	92
08:00 AM	5	153	7	1	166	6	9	32	2	49	16	244	7	3	270	18	13	7	2	40
08:15 AM	4	95	3	3	105	5	5	11	2	23	16	262	4	4	285	16	4	8	4	32
08:30 AM	4	75	2	3	84	0	5	11	0	16	8	213	8	1	230	4	3	7	2	16
08:45 AM	2	86	6	0	94	10	3	12	1	26	5	269	2	1	277	6	4	14	4	28
Total	15	409	18	7	449	21	22	66	5	114	45	988	20	9	1062	44	24	36	12	116
Grand Total	22	754	27	13	816	37	37	115	11	200	65	1433	34	12	1544	67	38	68	35	208
Approach %	2.7	92.4	3.3	1.6	18.5	18.5	18.5	57.5	5.5	4.2	92.8	2.2	0.8	32.2	18.3	32.7	32.7	16.8		2768
Total %	0.8	27.2	1	0.5	29.5	1.3	1.3	4.2	0.4	7.2	2.3	51.8	1.2	0.4	55.8	2.4	1.4	2.5	1.3	7.5
Vehicles	21	740	26	13	800	36	36	113	11	196	64	1425	32	12	1533	67	36	67	35	205
% Vehicles	95.5	98.1	96.3	100	98	97.3	97.3	96.3	100	98	98.5	99.4	94.1	100	99.3	100	94.7	98.5	100	98.6
Trucks	1	14	1	0	16	1	1	2	0	4	1	8	2	0	11	0	2	1	0	3
% Trucks	4.5	1.9	3.7	0	2.1	2.7	2.7	1.7	0	2	1.5	0.6	5.9	0	0.7	0	5.3	1.5	0	1.4

S MARY AVE					W IOWA AVE					S MARY AVE					W IOWA AVE						
Southbound					Westbound					Northbound					Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 AM - Peak 1 of 1																					
08:00 AM	5	153	7	1	166	6	9	32	2	49	16	244	7	3	287	18	13	7	38	517	
08:15 AM	4	95	3	3	105	5	5	11	2	23	16	262	3	4	285	16	4	8	28	432	
08:30 AM	4	75	2	3	84	0	5	11	0	16	8	213	8	1	229	4	3	7	14	310	
08:45 AM	2	86	6	0	94	10	3	12	1	26	5	269	2	1	276	6	4	14	4	410	
Total Vehicles	15	409	18	7	449	21	22	66	109	45	988	20	1063	44	24	1053	44	24	36	104	1708
% App. PHE	3.4	92.5	4.1		19.3	20.2	60.6			43.3	23.1	34.6			42.3	46.2	64.3			826	
% App. PBL	750	668	643	670	525	611	516	580	703	918	695	937	611	462	643	684					

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Groups Printed- Trucks															
S MARY AVE				W IOWA AVE				S MARY AVE				W IOWA AVE			
Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound	
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	1	6	0	0	7	0	1	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0
Total	0	8	1	0	9	1	0	2	0	3	1	4	2	0	7
Grand Total	1	14	1	0	16	1	1	2	0	4	1	8	2	0	11
Approch %	6.2	87.5	6.2	0	25	25	50	0	9.1	72.7	18.2	0	0	66.7	33.3
Total %	2.9	41.2	2.9	0	47.1	2.9	2.9	5.9	0	11.8	2.9	23.5	5.9	0	32.4

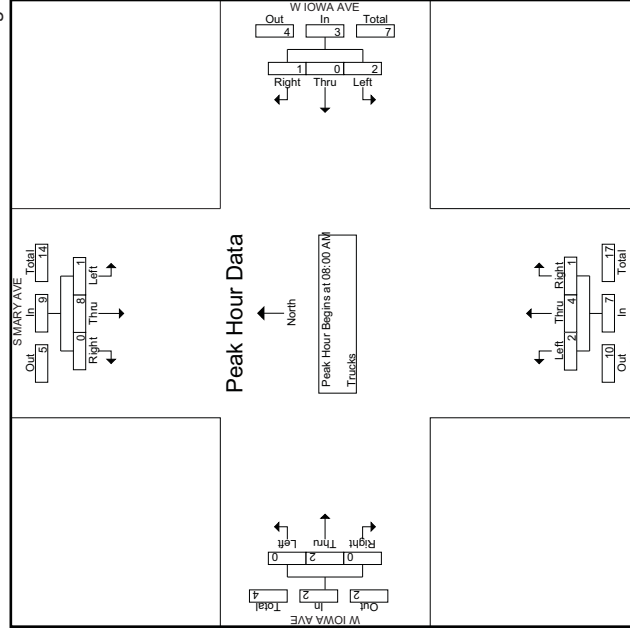
S MARY AVE				W IOWA AVE				S MARY AVE				W IOWA AVE			
Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound	
Start Time	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0
Total	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0
Grand Total	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0
Approch %	0	88.9	11.1	0	33.3	0	0	0	0	0	0	0	0	0	0
Total Volume	0	88.9	11.1	9	109.0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	88.9	11.1	9	109.0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
S MARY AVE				W IOWA AVE				S MARY AVE				W IOWA AVE				
Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Begins at 07:00 AM																
Peak Hour Ends at 08:00 AM																
Entire Intersection Begins at 08:00 AM																
08:15 AM	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0
08:30 AM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0
08:45 AM	0	5	1	6	0	0	0	0	2	0	2	0	1	0	1	4
Total Volume	0	8	1	9	33.3	0	2	3	14.3	57.1	28.6	7	0	2	0	2
% App. Total	0	88.9	11.1										100	0	0	
PHF	0.00	.400	.250	.375	.250	.000	.500	.750	.250	.500	.500	.583	.000	.500	.000	.583

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Groups Printed- Vehicles

Start Time	S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	4	154	7	0	165	4	4	8	1	17	8	109	2	0	119	6	1	1	1	9
04:15 PM	1	198	3	0	202	0	4	10	0	14	7	83	6	0	96	7	2	2	1	12
04:30 PM	5	177	4	0	186	4	3	11	1	19	11	101	1	1	114	0	2	3	2	7
04:45 PM	7	219	5	0	231	7	5	7	2	21	10	107	5	1	123	1	4	2	5	12
Total	17	748	19	0	784	15	16	36	4	71	36	400	14	2	452	14	9	8	9	40
05:00 PM	6	241	7	0	254	3	6	15	2	26	18	110	2	1	131	6	7	4	0	17
05:15 PM	4	263	3	1	271	4	7	13	1	25	10	102	3	0	115	3	4	1	0	8
05:30 PM	9	263	5	1	278	2	7	13	2	24	15	95	4	3	117	3	7	5	1	16
05:45 PM	8	269	12	1	290	11	11	10	0	32	10	122	3	2	137	9	7	4	0	20
Total	27	1036	27	3	1093	20	31	51	5	107	53	429	12	6	500	21	25	14	1	61
Grand Total	44	1784	46	3	1877	35	47	87	9	178	89	829	26	8	952	35	34	22	10	101
Approach %	2.3	95	2.5	0.2	19.7	26.4	48.9	5.1	9.3	87.1	2.7	0.8	9.3	33.7	21.8	9.9	1.1	0.7	0.3	3.2
Total %	1.4	57.4	1.5	0.1	60.4	1.1	1.5	2.8	0.3	5.7	2.9	26.7	0.8	0.3	30.6	1.1	1.1	0.7	0.3	3.2

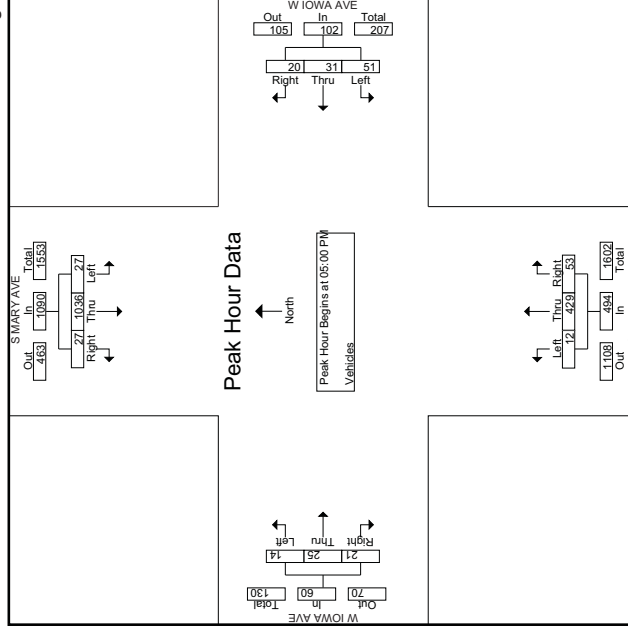
Start Time	S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	6	241	7	0	254	3	6	15	2	26	18	110	2	1	131	6	7	4	0	17
05:15 PM	4	263	3	1	271	4	7	13	1	25	10	102	3	0	115	3	4	1	0	8
05:30 PM	9	263	5	1	278	2	7	13	2	24	15	95	4	3	117	3	7	5	1	16
05:45 PM	8	269	12	1	290	11	11	10	0	32	10	122	3	2	137	9	7	4	0	20
Total	27	1036	27	3	1093	20	31	51	5	107	53	429	12	6	500	21	25	14	1	61
Grand Total	44	1784	46	3	1877	35	47	87	9	178	89	829	26	8	952	35	34	22	10	101
Approach %	2.3	95	2.5	0.2	19.7	26.4	48.9	5.1	9.3	87.1	2.7	0.8	9.3	33.7	21.8	9.9	1.1	0.7	0.3	3.2
Total %	1.4	57.4	1.5	0.1	60.4	1.1	1.5	2.8	0.3	5.7	2.9	26.7	0.8	0.3	30.6	1.1	1.1	0.7	0.3	3.2

Start Time	S MARY AVE Southbound					W IOWA AVE Westbound					S MARY AVE Northbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	6	241	7	0	254	3	6	15	2	26	18	110	2	1	131	6	7	4	0	17
05:15 PM	4	263	3	1	271	4	7	13	1	25	10	102	3	0	115	3	4	1	0	8
05:30 PM	9	263	5	1	278	2	7	13	2	24	15	95	4	3	117	3	7	5	1	16
05:45 PM	8	269	12	1	290	11	11	10	0	32	10	122	3	2	137	9	7	4	0	20
Total	27	1036	27	3	1093	20	31	51	5	107	53	429	12	6	500	21	25	14	1	61
Grand Total	44	1784	46	3	1877	35	47	87	9	178	89	829	26	8	952	35	34	22	10	101
Approach %	2.3	95	2.5	0.2	19.7	26.4	48.9	5.1	9.3	87.1	2.7	0.8	9.3	33.7	21.8	9.9	1.1	0.7	0.3	3.2
Total %	1.4	57.4	1.5	0.1	60.4	1.1	1.5	2.8	0.3	5.7	2.9	26.7	0.8	0.3	30.6	1.1	1.1	0.7	0.3	3.2

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Groups Printed- Bikes

Start Time	S MARY AVE Southbound					S MARY AVE Northbound					W IOWA AVE Westbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0
Total	0	5	0	0	5	0	2	0	0	2	0	4	1	0	5	0	1	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	7	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1
Grand Total	0	12	0	0	12	0	3	0	0	3	0	5	1	0	6	0	2	0	0	2
Approch %	0	100	0	0	0	0	100	0	0	0	0	83.3	16.7	0	0	0	100	0	0	0
Total %	0	52.2	0	0	52.2	0	13	0	0	13	0	21.7	4.3	0	26.1	0	8.7	0	0	8.7

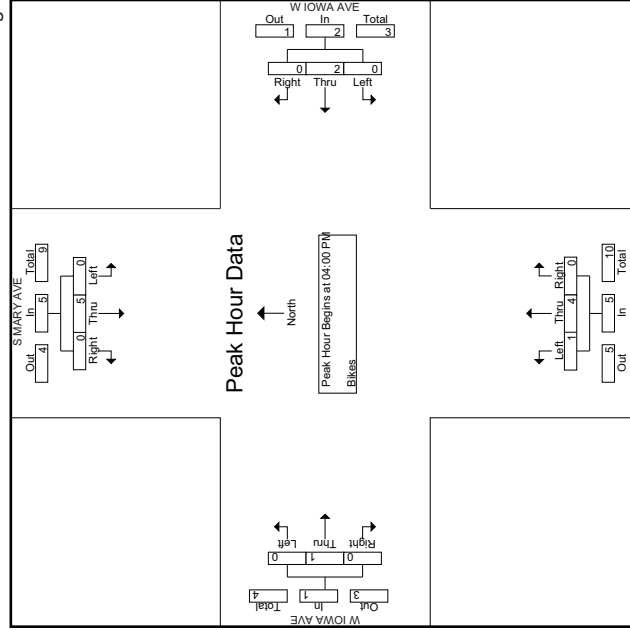
Start Time	S MARY AVE Southbound					S MARY AVE Northbound					W IOWA AVE Westbound					W IOWA AVE Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	0	5	0	5	0	0	5	0	4	1	0	5	0	1	0	0	1
% App. Total	0	100	0	0	0	0	100	0	0	0	0	80	20	0	0	0	100	0	0	0
PHF	.000	.625	.000	.000	.625	.000	.500	.000	.000	.500	.000	.500	.250	.625	.000	.250	.000	.250	.000	.650

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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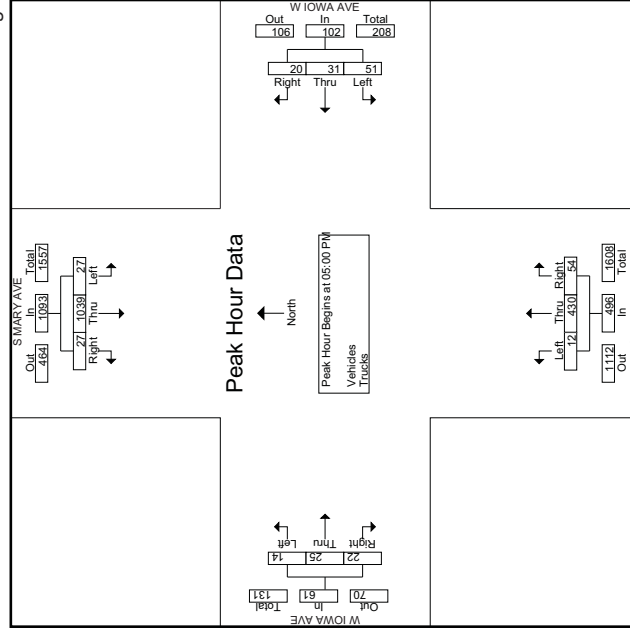
Groups Printed- Vehicles - Trucks																					
S MARY AVE					W IOWA AVE					S MARY AVE					W IOWA AVE						
Southbound					Westbound					Northbound					Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	155	7	0	166	4	5	9	1	19	8	110	2	0	120	6	1	1	1	9	314
04:15 PM	1	200	4	0	205	0	4	10	0	14	8	84	6	0	98	7	2	2	1	12	329
04:30 PM	5	177	4	0	186	4	3	11	1	19	11	102	1	1	115	0	2	3	2	7	327
04:45 PM	7	220	5	0	232	7	5	7	2	21	10	107	5	1	123	2	4	2	5	13	389
Total	17	752	20	0	789	15	17	37	4	73	37	403	14	2	456	15	9	8	9	41	1359
05:00 PM	6	242	7	0	255	3	6	15	2	26	18	111	2	1	132	7	7	4	1	18	430
05:15 PM	4	264	3	1	272	4	7	13	1	25	10	102	3	0	115	3	4	1	0	8	420
05:30 PM	9	263	5	1	278	2	7	13	2	24	16	95	4	3	118	3	7	5	1	16	436
05:45 PM	8	270	12	1	291	11	11	10	0	32	10	122	3	2	137	9	7	4	0	20	480
Total	27	1039	27	3	1096	20	31	51	5	107	54	430	12	6	502	22	25	14	1	62	1767
Grand Total	44	1791	47	3	1885	35	48	88	9	180	91	833	26	8	958	37	34	22	10	103	3126
Approach %	2.3	95	2.5	0.2	19.4	26.7	48.9	5	9.5	87	2.7	0.8	35.9	33	21.4	9.7	1.1	0.7	0.3	3.3	
Total %	1.4	57.3	1.5	0.1	60.3	1.1	1.5	2.8	0.3	5.8	2.9	26.6	0.8	0.3	30.6	1.2	1.1	0.7	0.3	3.3	
Vehicles	44	1784	46	3	1877	35	47	87	9	178	89	829	26	8	952	35	34	22	10	101	3108
% Vehicles	100	99.6	97.9	100	99.6	100	97.9	98.9	100	98.9	97.8	99.5	100	100	99.4	94.6	100	100	100	98.1	99.4
Trucks	0	7	1	0	8	0	1	1	0	2	2	4	0	0	6	2	0	0	0	2	18
% Trucks	0	0.4	2.1	0	0.4	0	2.1	1.1	0	1.1	2.2	0.5	0	0	0.6	5.4	0	0	0	1.9	0.6

S MARY AVE					W IOWA AVE					S MARY AVE					W IOWA AVE					
Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	6	242	7	255	3	6	15	24	18	111	2	131	7	7	4	18	428			
05:15 PM	4	264	3	272	4	7	13	24	10	102	3	115	3	4	1	16	418			
05:30 PM	9	263	5	277	2	7	13	22	10	95	4	115	3	7	5	18	429			
05:45 PM	8	270	12	290	11	10	32	10	420	3	118	9	7	4	20	477				
Total Vehicles	27	1039	27	1093	20	31	51	102	54	430	12	496	22	25	14	61	1752			
% App. PHE	2.5	95.1	2.5	94.2	4.55	70.5	85.0	79.7	75.0	88.1	75.0	91.9	61.1	88.3	70.0	76.3	91.8			

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Groups Printed- Trucks															
S MARY AVE				W IOWA AVE				S MARY AVE				W IOWA AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
04:00 PM	0	1	0	0	1	1	0	2	0	1	0	0	0	0	0
04:15 PM	0	2	1	0	0	0	3	0	1	1	0	0	2	0	4
04:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
Total	0	4	1	0	1	1	5	0	2	1	3	0	4	1	12
05:00 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
05:15 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
05:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
05:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	3	0	0	0	0	3	0	0	1	1	0	0	0	1
Grand Total	0	7	1	0	8	0	1	0	2	2	4	0	6	2	0
Approach %	0	87.5	12.5	0	50	50	0	33.3	66.7	0	0	100	0	0	0
Total %	0	38.9	5.6	0	44.4	0	44.4	0	11.1	11.1	22.2	0	33.3	11.1	11.1

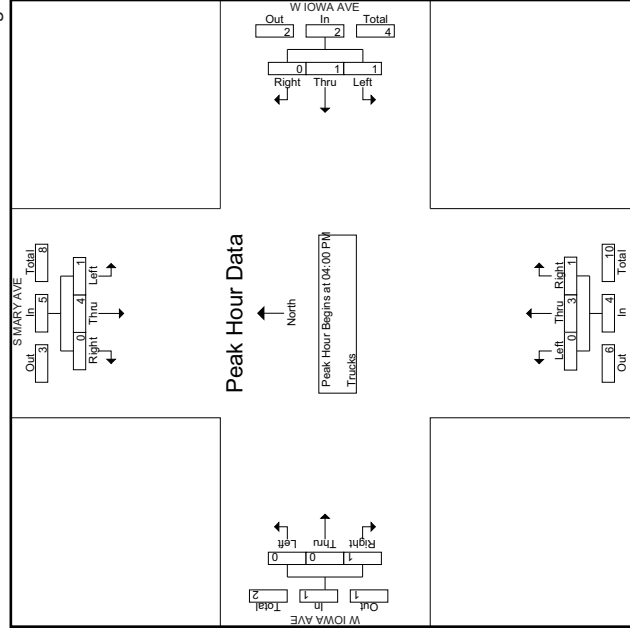
S MARY AVE				W IOWA AVE				S MARY AVE				W IOWA AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM															
Peak 04:00 PM	0	1	0	0	1	1	0	2	0	1	0	0	1	0	0
04:15 PM	0	2	1	0	0	0	3	0	1	1	0	0	2	0	4
04:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
Total Volume	0	4	1	0	1	1	5	0	2	1	3	0	4	1	12
% App. Total	0	80	20	0	50	50	0	25	75	0	4	100	0	0	0
PHE	000	500	250	0	000	250	000	250	750	000	500	250	000	000	250

Groups Printed- Trucks															
S MARY AVE				W IOWA AVE				S MARY AVE				W IOWA AVE			
Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM	Peak Hour for Entire Intersection Begins at 04:00 PM														
04:00 PM	0	1	0	0	1	1	2	0	1	0	1	0	0	0	0
04:15 PM	0	2	1	0	0	0	3	0	1	1	0	2	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
Total Volume	0	4	1	0	1	1	5	0	2	1	3	0	4	1	0
% App. Total	0	80	20	0	50	50	0	25	75	0	50	100	0	0	0
% App. PHE	000	500	250	000	250	250	250	250	750	000	500	250	000	000	250

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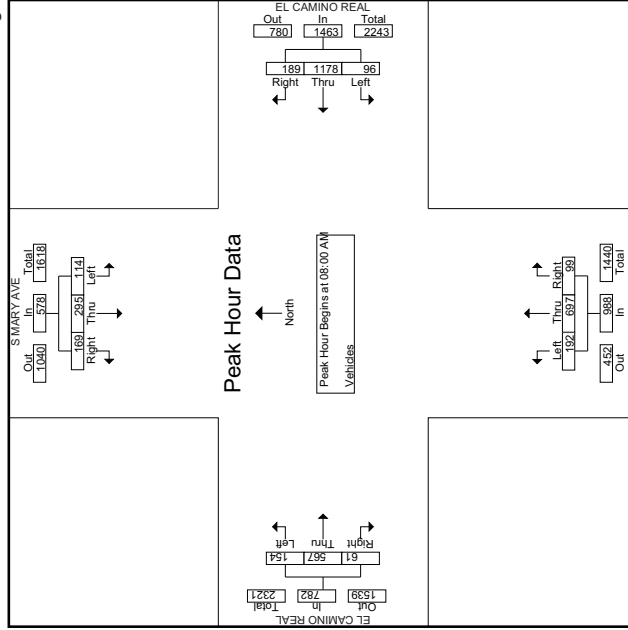


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Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
07:00 AM	30	26	9	1	66	13	146	4	1	164	6	23	22	2	53	7	62	18	5	92
07:15 AM	62	62	8	1	97	28	166	11	1	206	5	32	30	2	69	12	94	19	6	131
07:30 AM	29	104	19	0	152	42	218	19	0	279	15	99	40	1	155	20	84	20	6	130
07:45 AM	43	62	26	3	134	47	291	18	5	361	15	131	39	6	191	12	117	26	17	172
Total	128	254	62	5	449	130	821	52	7	1010	41	285	131	11	468	51	357	83	34	525
08:00 AM	39	156	20	0	215	45	283	33	4	365	22	177	53	1	253	13	117	39	5	174
08:15 AM	49	58	32	0	139	53	300	29	1	383	39	207	46	3	295	12	137	40	1	190
08:30 AM	50	34	25	0	109	43	313	19	4	379	16	154	49	4	223	18	152	34	1	205
08:45 AM	31	47	37	0	115	48	282	15	2	347	22	159	44	3	228	18	161	41	3	223
Total	169	295	114	0	578	189	1178	96	11	1474	99	697	192	11	999	61	567	154	10	792
Grand Total	297	549	176	5	1027	319	1999	148	18	2484	140	982	323	22	1467	112	924	237	44	1317
Approach %	28.9	53.5	17.1	0.5	12.8	80.5	6	0.7	9.5	66.9	22	1.5	8.5	70.2	18	3.3	1.8	14.7	3.8	0.7
Total %	4.7	8.7	2.8	0.1	16.3	5.1	31.8	2.4	0.3	39.5	2.2	15.6	5.1	0.3	23.3	1.8	14.7	3.8	0.7	20.9

Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
08:15 AM	39	156	20	0	215	45	283	33	4	365	22	177	53	1	253	13	117	39	5	174
08:30 AM	50	34	25	0	109	43	313	19	4	379	16	154	49	4	223	18	152	34	1	205
08:45 AM	31	47	37	0	115	48	282	15	2	347	22	159	44	3	228	18	161	41	3	223
Total	169	295	114	0	578	189	1178	96	11	1474	99	697	192	11	999	61	567	154	10	792
Grand Total	297	549	176	5	1027	319	1999	148	18	2484	140	982	323	22	1467	112	924	237	44	1317
Approach %	28.9	53.5	17.1	0.5	12.8	80.5	6	0.7	9.5	66.9	22	1.5	8.5	70.2	18	3.3	1.8	14.7	3.8	0.7
Total %	4.7	8.7	2.8	0.1	16.3	5.1	31.8	2.4	0.3	39.5	2.2	15.6	5.1	0.3	23.3	1.8	14.7	3.8	0.7	20.9

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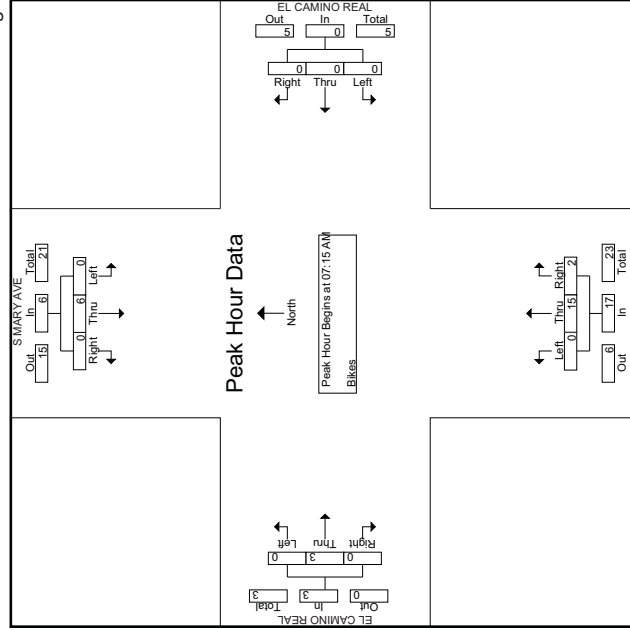
Groups Printed: Bikes

Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	2	14	0	0	16	0	2	0	0	2
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1
Grand Total	0	6	1	0	7	0	0	0	0	0	2	24	0	0	26	0	3	0	0	3
Approch %	0	85.7	14.3	0		0	0	0	0	0	7.7	92.3	0	0	0	0	100	0	0	0
Total %	0	16.7	2.8	0	19.4	0	0	0	0	0	5.6	66.7	0	0	72.2	0	8.3	0	0	8.3

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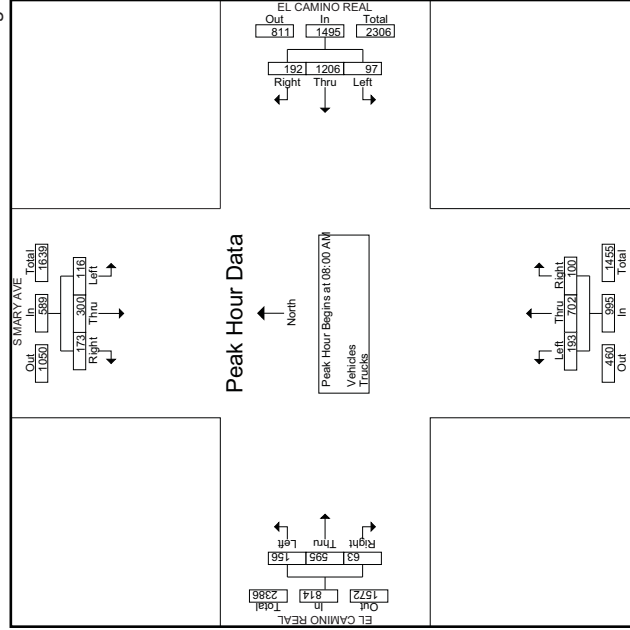


Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1
07:45 AM	0	2	0	0	2	0	0	0	0	0	2	2	0	0	2	0	1	0	0	1
Total Volume	0	6	0	0	6	0	0	0	0	0	2	15	0	0	17	0	3	0	0	3
% App. Total	0	100	0	0	.500	0	0	0	0	0	11.8	88.2	0	0	.708	0	100	0	0	.750
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.500	.750	.000	.000	.708	.000	.750	.000	.000	.929

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Groups Printed- Vehicles - Trucks													
S MARY AVE					EL CAMINO REAL					S MARY AVE			
Southbound					Westbound					Northbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds
07:00 AM	30	26	9	1	66	13	149	4	1	167	6	24	23
07:15 AM	29	62	8	1	100	28	173	11	1	213	5	32	30
07:30 AM	30	104	19	0	153	43	219	19	0	281	15	99	40
07:45 AM	43	63	26	3	135	49	297	18	5	369	15	131	39
Total	132	255	62	5	454	133	838	52	7	1030	41	286	132
EL CAMINO REAL Eastbound													
08:00 AM	39	157	21	0	217	45	287	33	4	369	22	178	54
08:15 AM	49	59	33	0	141	53	305	30	1	389	40	211	46
08:30 AM	53	34	25	0	112	45	322	19	4	390	16	154	49
08:45 AM	32	50	37	0	119	49	292	15	2	358	22	159	44
Total	173	300	116	0	589	192	1206	97	11	1506	100	702	193
S MARY AVE Eastbound													
08:00 AM	305	555	178	5	1043	325	2044	149	18	2536	141	988	325
08:15 AM	292	532	171	0.5	12.8	80.6	5.9	0.7	9.6	66.9	22	1.5	8.3
08:30 AM	4.7	8.6	2.8	0.1	16.2	5.1	31.8	2.3	0.3	39.5	2.2	15.4	5.1
08:45 AM	297	549	176	5	1027	319	1999	148	18	2484	140	982	323
Total	974	1989	630	10.5	98.5	96.2	97.8	95.3	100	97.9	95.3	99.4	99.4
% Vehicles	97.4	98.9	98.9	100	98.5	96.2	97.8	95.3	100	97.9	95.3	99.4	99.4
% Trucks	8	6	2	0	16	6	45	1	0	52	1	6	2
% Trucks	2.6	1.1	1.1	0	1.5	1.8	2.2	0.7	0	2.1	0.7	0.6	0.6
Grand Total	305	555	178	5	1043	325	2044	149	18	2536	141	988	325
Approach %	29.2	53.2	17.1	0.5	12.8	80.6	5.9	0.7	9.6	66.9	22	1.5	8.3
Total %	4.7	8.6	2.8	0.1	16.2	5.1	31.8	2.3	0.3	39.5	2.2	15.4	5.1
Vehicles	297	549	176	5	1027	319	1999	148	18	2484	140	982	323
% Vehicles	97.4	98.9	98.9	100	98.5	96.2	97.8	95.3	100	97.9	95.3	99.4	99.4
% Trucks	8	6	2	0	16	6	45	1	0	52	1	6	2
% Trucks	2.6	1.1	1.1	0	1.5	1.8	2.2	0.7	0	2.1	0.7	0.6	0.6

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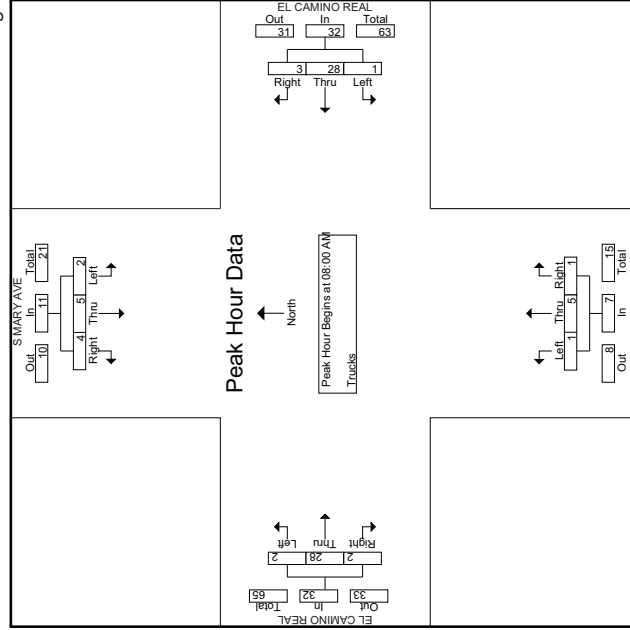
Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	6	0	0	6
07:15 AM	3	0	0	3	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3
07:30 AM	1	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5
07:45 AM	0	1	0	0	1	2	6	0	0	8	0	0	0	0	0	0	5	1	0	6
Total	4	1	0	5	17	3	17	0	0	20	0	1	1	0	2	0	19	1	0	20
08:00 AM	0	1	1	0	2	0	4	0	0	4	0	1	1	0	2	2	8	1	0	11
08:15 AM	0	1	1	0	2	0	5	1	0	6	1	4	0	0	5	0	7	1	0	8
08:30 AM	3	0	0	3	0	2	9	0	0	11	0	0	0	0	0	0	9	0	0	9
08:45 AM	1	3	0	0	4	1	10	0	0	11	0	0	0	0	0	4	0	0	4	19
Total	4	5	2	0	11	3	28	1	0	32	1	5	1	0	7	2	28	2	0	32
Grand Total	8	6	2	0	16	6	45	1	0	52	1	6	2	0	9	2	47	3	0	52
Approch %	50	37.5	12.5	0	12.4	11.5	86.5	1.9	0	11.1	66.7	22.2	0	0	3.8	90.4	5.8	0	0	40.3
Total %	6.2	4.7	1.6	0	12.4	4.7	34.9	0.8	0	40.3	0.8	4.7	1.6	0	7	1.6	36.4	2.3	0	40.3

Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
08:15 AM	0	1	1	0	2	0	4	0	0	4	0	1	1	0	2	2	8	1	0	11
08:30 AM	0	1	1	0	2	0	5	1	0	6	1	4	0	0	5	0	7	1	0	8
08:45 AM	3	0	0	3	0	2	9	0	0	11	0	0	0	0	0	0	9	0	0	9
Total	3	2	2	0	7	2	18	1	0	19	1	5	1	0	7	2	28	2	0	32
% App. Total	36.4	45.5	18.2	0	688	9.4	87.5	3.1	0	14.3	71.4	14.3	0	0	6.2	87.5	6.2	0	0	7.7
PHF	.333	.417	.500			.375	.700	.250		.727	.250	.313	.250		.350	.250	.778	.500		.727
PHF	.333	.417	.500			.375	.700	.250		.727	.250	.313	.250		.350	.250	.778	.500		.727

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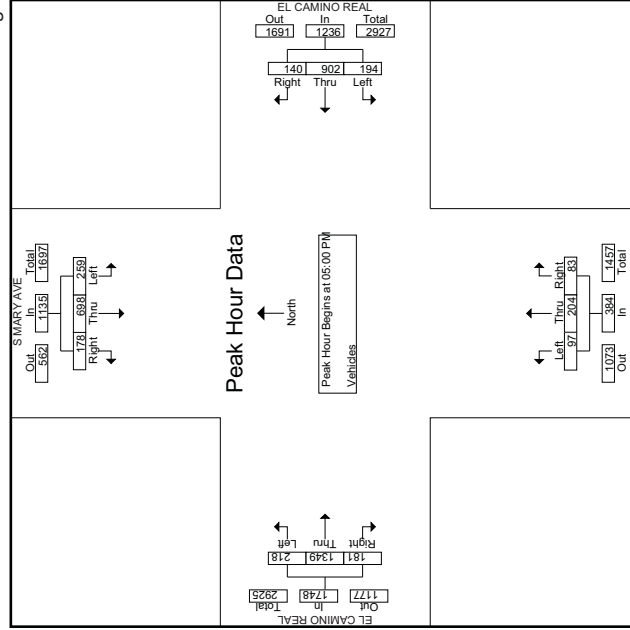


File Name : 7PM FINAL
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Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	42	97	41	2	182	42	194	38	2	276	19	56	30	2	107	37	289	54	5	385
04:15 PM	44	120	30	3	217	32	234	39	4	309	20	48	20	3	91	26	316	36	4	382
04:30 PM	32	108	35	5	180	30	231	39	2	302	12	57	23	0	92	30	329	54	8	421
04:45 PM	43	111	59	1	214	36	227	41	4	308	20	50	23	4	97	42	363	54	0	459
Total	161	436	185	11	793	140	886	157	12	1195	71	211	96	9	387	135	1297	198	17	1647
05:00 PM	50	171	67	2	290	37	203	43	2	285	23	60	23	0	106	49	279	46	5	379
05:15 PM	40	146	53	0	239	28	228	50	0	306	15	54	23	0	92	43	361	41	4	449
05:30 PM	36	199	65	4	304	33	210	51	5	299	24	42	25	0	91	50	338	64	3	455
05:45 PM	52	182	74	3	311	42	261	50	2	355	21	48	26	11	106	39	371	67	7	484
Total	178	698	259	9	1144	140	902	194	9	1245	83	204	97	11	395	181	1349	218	19	1767
Grand Total	339	1134	444	20	1937	280	1788	351	21	2440	154	415	193	20	782	316	2646	416	36	3414
Approach %	17.5	58.5	22.9	1	11.5	73.3	14.4	0.9	19.7	53.1	24.7	2.6	9.3	77.5	12.2	1.1	3.7	30.9	4.9	0.4
Total %	4	13.2	5.2	0.2	22.6	3.3	20.9	4.1	0.2	28.5	1.8	4.8	2.3	0.2	9.1	3.7	30.9	4.9	0.4	39.8

Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
05:00 PM	50	171	67	2	290	37	203	43	2	285	23	60	23	0	106	49	279	46	5	379
05:15 PM	40	146	53	0	239	28	228	50	0	306	15	54	23	0	92	43	361	41	4	449
05:30 PM	36	199	65	4	304	33	210	51	5	299	24	42	25	0	91	50	338	64	3	455
05:45 PM	52	182	74	3	311	42	261	50	2	355	21	48	26	11	106	39	371	67	7	484
Total	178	698	259	9	1144	140	902	194	9	1245	83	204	97	11	395	181	1349	218	19	1767
Grand Total	339	1134	444	20	1937	280	1788	351	21	2440	154	415	193	20	782	316	2646	416	36	3414
Approach %	17.5	58.5	22.9	1	11.5	73.3	14.4	0.9	19.7	53.1	24.7	2.6	9.3	77.5	12.2	1.1	3.7	30.9	4.9	0.4
Total %	4	13.2	5.2	0.2	22.6	3.3	20.9	4.1	0.2	28.5	1.8	4.8	2.3	0.2	9.1	3.7	30.9	4.9	0.4	39.8

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Groups Printed- Bikes

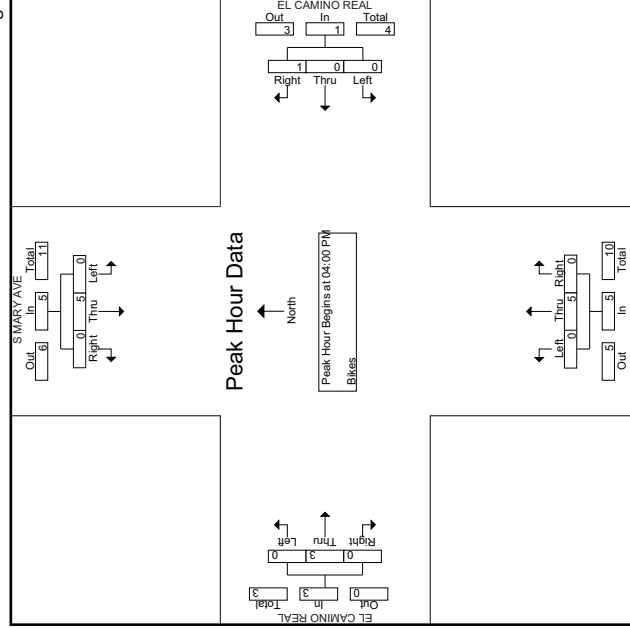
Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	0	3	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
Grand Total	0	13	0	0	13	1	1	0	0	2	0	5	0	0	5	0	5	0	0	5
Approach %	0	100	0	0	50	50	0	0	0	100	0	0	0	0	20	0	100	0	0	20
Total %	0	52	0	0	52	4	4	0	0	8	0	20	0	0	20	0	20	0	0	20

Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	0	3	0	0	3
% App. Total	0	100	0	0	100	250	0	0	0	250	0	100	0	0	100	0	100	0	0	100
PHF	.000	.625	.000	.000	.625	.250	.000	.000	.000	.250	.000	.417	.000	.000	.417	.000	.750	.000	.000	.750

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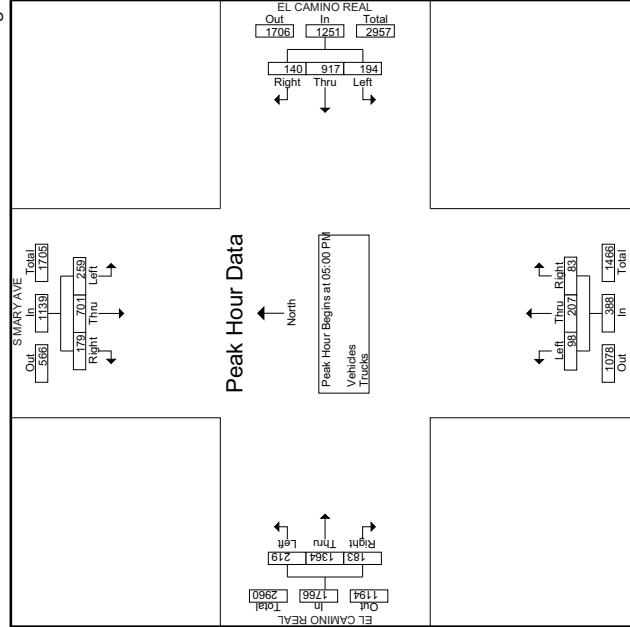
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Groups Printed- Vehicles - Trucks														
S MARY AVE					EL CAMINO REAL					S MARY AVE				
Southbound					Westbound					Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	42	99	42	2	185	43	199	38	2	282	19	56	30	2
04:15 PM	44	121	50	3	218	32	240	39	4	315	22	50	20	3
04:30 PM	32	108	35	5	180	30	234	40	2	306	13	57	24	0
04:45 PM	43	111	59	1	214	36	231	41	4	312	21	50	24	4
Total	161	439	186	11	797	141	904	158	12	1215	75	213	98	9
05:00 PM	50	173	67	2	292	37	207	43	2	289	23	60	24	0
05:15 PM	41	146	53	0	240	28	231	50	0	309	15	54	23	0
05:30 PM	36	199	65	4	304	33	215	51	5	304	24	43	25	0
05:45 PM	52	183	74	3	312	42	264	50	2	358	21	50	26	11
Total	179	701	259	9	1148	140	917	194	9	1260	83	207	98	11
Grand Total	340	1140	445	20	1945	281	1821	352	21	2475	158	420	196	20
Approach %	17.5	58.6	22.9	1	11.4	73.6	14.2	0.8	0.8	19.9	52.9	24.7	2.5	0.9
Total %	3.9	13.1	5.1	0.2	22.4	3.2	21	4.1	0.2	28.5	1.8	4.8	2.3	0.2
Vehicles	339	1134	444	20	1937	280	1788	351	21	2440	154	415	193	20
% Vehicles	99.7	99.5	99.8	100	99.6	99.6	98.2	99.7	100	98.6	97.5	98.8	98.5	100
Trucks	1	6	1	0	8	1	33	1	0	35	4	5	3	0
% Trucks	0.3	0.5	0.2	0	0.4	0.4	1.8	0.3	0	1.4	2.5	1.2	1.5	0

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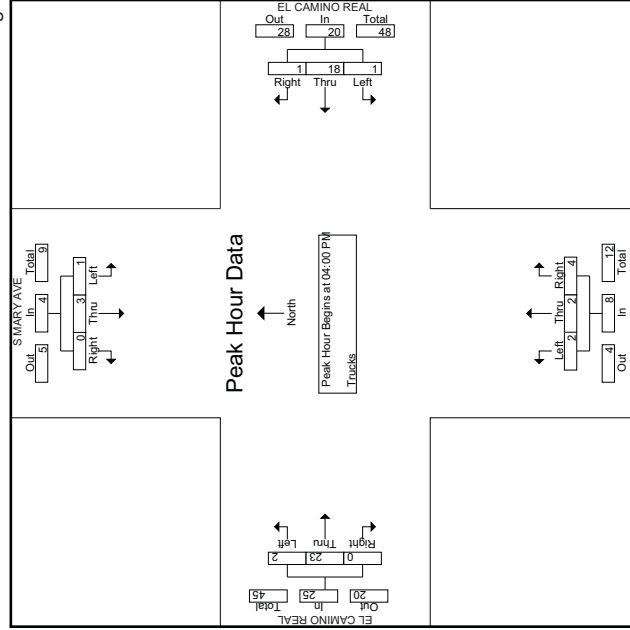
Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	2	1	0	3	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8
04:15 PM	0	1	0	0	1	0	6	0	0	6	2	2	0	0	4	0	6	0	0	6
04:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	4	2	0	6
04:45 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	5	0	0	5
Total	0	3	1	0	4	1	18	1	0	20	4	2	2	0	8	0	23	2	0	25
05:00 PM	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3
05:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	1	4	0	0	5
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5
Total	1	3	0	0	4	0	15	0	0	15	0	3	1	0	4	2	15	1	0	18
Grand Total	1	6	1	0	8	1	33	1	0	35	4	5	3	0	12	2	38	3	0	43
Approach %	12.5	75	12.5	0	8.2	2.9	94.3	2.9	0	33.3	41.7	25	0	0	4.7	88.4	7	0	0	43.9
Total %	1	6.1	1	0	8.2	1	33.7	1	0	35.7	4.1	5.1	3.1	0	12.2	2	38.8	3.1	0	43.9

Start Time	S MARY AVE Southbound					EL CAMINO REAL Westbound					S MARY AVE Northbound					EL CAMINO REAL Eastbound				
	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total	Right	Thru	Left	Peeds	App. Total
04:00 PM	0	2	1	0	3	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8
04:15 PM	0	1	0	0	1	0	6	0	0	6	2	2	0	0	4	0	6	0	0	6
04:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	4	2	0	6
04:45 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	5	0	0	5
Total Volume	0	3	1	0	4	1	18	1	0	20	4	2	2	0	8	0	23	2	0	25
% App. Total	0	75	25	0	33.3	2.50	90	5	0	33.3	50	25	25	0	500	0	92	8	0	781
PHF	.000	.375	.250	.333	.333	.250	.750	.250	.833	.833	.500	.250	.500	.500	.000	.000	.719	.250	.781	.838

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QUALITY COUNTS REPORT

Intersection: City/State: QcJobNo: ClientID: Date: Comments:	S Mathilda Ave Sunnyvale CA		W el Camino Real		Lane Configuration:																											
					SIGNAL		SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7								SIGNAL											
							R	T	T	T	L	L									WB Lane1											
																					T											
					EB Lane7																WB Lane2											
					EB Lane4		L														T											
					EB Lane5		L														WB Lane3											
					EB Lane3		T														L											
					EB Lane2		T														WB Lane4											
					EB Lane1		TR														WB Lane5											
PEAK HOUR START	8:00 AM				SIGNAL																WB Lane6											
PEAK HOUR END	9:00 AM																				WB Lane7											
PEAK 15-MIN START	8:40 AM																															
PEAK 15-MIN END	8:55 AM																															
PHF	0.9																															
PEAK-HOUR VOLUMES																																
	NBLft	NBThru	NBRght	SBLft	SBThru	SBRght	EBLft	EBThru	EBRght	WBLeft	WBThru	WBRght	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving												
	342	1647	19	196	344	187	187	334	522	86	23	1067	308	2008	727	942	1398	2294	455	727	1599											
PERCENT HEAVY VEHICLES																																
	NBLft	NBThru	NBRght	SBLft	SBThru	SBRght	EBLft	EBThru	EBRght	WBLeft	WBThru	WBRght	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving												
	1.5	0.5	0	3.1	3.5	1.6	0	5	7	4.3	2.4	0	0.7	2.9	3.4	1.9	0.4	4.2	4.4	2.1												
PEAK-HOUR VOLUMES - PEDESTRIANS																																
	North	South	East	West																												
	7	14	8	5																												
PEAK-HOUR VOLUMES - BICYCLES																																
	NBLft	NBThru	NBRght	SBLft	SBThru	SBRght	EBLft	EBThru	EBRght	WBLeft	WBThru	WBRght																				
	1	1	0	0	0	0	0	0	0	0	0	0																				
PEAK 15-MIN FLOWRATES																																
VehicleType	NBLft	NBThru	NBRght	NBUtTurn	NBRTOR	SBLft	SBThru	SBRght	SBUtTurn	SBRTOR	EBLft	EBThru	EBRght	EBUtTurn	EBRTOR	WBLeft	WBThru	WBRght	WBUtTurn	WBRTOR	Total											
All Vehicles	376	1884	16	8	0	260	332	208	24	0	336	584	84	20	0	20	1176	316	4	0	5648											
Heavy Trucks	4	16	0			8	4	12			0	32	4			4	44	0			128											
Pedestrians	12	12																			32											
Bicycles	0	0	0			0	0	0			0	0	0	0	0		0	0			0											
ALL-VEHICLE VOLUMES																																
Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SBL Left	SBL Thru	SBL Right	SBL U-Turn	SBL RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals										
7:00 AM	18	42	1	1	0	13	30	1	1	0	2	15	4	0	0	0	24	3	0	0	135											
7:05 AM	14	51	0	1	0	10	25	4	0	0	6	14	1	0	0	1	34	11	0	0	172											
7:10 AM	14	49	2	0	0	4	7	5	0	0	8	17	1	0	0	1	51	8	0	0	167											
7:15 AM	22	40	0	1	0	11	27	6	0	0	17	4	1	0	0	0	48	10	0	0	188											
7:20 AM	13	54	0	0	0	16	17	8	0	0	10	21	2	0	0	0	45	13	0	0	1											

HEAVY-VEHICLE VOLUMES

Time Period	VOLUMES												Total
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
7:05 AM	0	0	0	0	5	3	0	3	0	0	0	0	11
7:10 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
7:15 AM	0	1	0	0	2	1	0	1	0	0	3	0	8
7:20 AM	0	0	0	0	0	1	0	2	0	0	1	0	4
7:25 AM	0	0	0	0	1	0	1	1	0	0	4	0	7
7:30 AM	1	0	0	1	0	1	2	1	0	0	3	0	9
7:35 AM	0	0	0	1	1	0	1	2	1	0	0	0	6
7:40 AM	1	0	0	0	0	0	0	1	3	0	3	2	7
7:45 AM	1	0	0	2	0	1	0	0	1	0	0	0	5
7:50 AM	1	0	0	1	1	0	0	3	0	0	3	1	10
7:55 AM	0	0	0	0	1	0	0	3	0	0	2	0	6
8:00 AM	0	0	0	0	1	0	4	1	0	2	0	0	8
8:05 AM	0	0	0	0	1	0	0	0	0	2	0	0	3
8:10 AM	0	0	0	1	2	0	0	4	1	0	1	0	9
8:15 AM	1	1	0	0	1	0	0	1	0	0	2	0	6
8:20 AM	0	1	0	0	2	0	0	1	1	0	3	0	8
8:25 AM	0	0	0	1	1	0	0	5	0	0	2	0	9
8:30 AM	1	0	0	1	2	0	0	0	0	0	1	0	5
8:35 AM	1	1	0	1	0	0	0	2	1	0	2	0	8
8:40 AM	0	1	0	0	0	2	0	3	0	1	4	0	11
8:45 AM	1	1	0	0	0	1	0	3	1	0	4	0	11
8:50 AM	0	2	0	2	1	0	0	2	0	0	3	0	10
8:55 AM	1	2	0	0	1	0	0	1	1	0	0	0	6

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	1	2
7:15 AM	2	0	0	2	4
7:20 AM	0	0	1	0	1
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:35 AM	0	1	1	1	3
7:40 AM	0	3	0	2	5
7:45 AM	1	1	0	1	3
7:50 AM	0	0	0	0	0
7:55 AM	1	0	0	1	2
8:00 AM	0	2	0	0	2
8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	1	1
8:15 AM	0	2	0	0	2
8:20 AM	1	0	1	0	2
8:25 AM	3	4	0	2	9
8:30 AM	2	1	1	1	5
8:35 AM	1	0	1	0	2
8:40 AM	0	0	2	0	2
8:45 AM	0	2	1	0	3
8:50 AM	0	1	2	0	3
8:55 AM	0	2	0	1	3

BICYCLE VOLUMES

[illegible]

QUALITY COUNTS REPORT

Intersection:	S Mathilda Ave		W El Camino Real		Lane Configuration:																	
City/State:	Sunnyvale		CA		SIGNAL																	
QCJobNo:	10849802				R T T T L L																	
ClientID:					EBLane7 T																	
Date:	11/14/2012				EBLane6 T																	
Comments:					EBLane5 L																	
					EBLane4 L																	
PEAK HOUR START	5:00 PM				EBLane3 T																	
PEAK HOUR END	6:00 PM				EBLane2 TR																	
PEAK 15-MIN START	5:45 PM				EBLane1 TR																	
PEAK 15-MIN END	6:00 PM				SIGNAL																	
PHF	0.96				NBLane7 NBLane6 NBLane5 NBLane4 L T T TR																	
					NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL																	
PEAK-HOUR VOLUMES																						
	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving		
	174	368	44	516	1529	387	218	1304	195	78	755	208	586	2432	1717	1041	789	1788	1882	1317		
PERCENT HEAVY VEHICLES																						
	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving		
	1.1	1.4	0	1.2	0.5	1	0.5	1.6	0.5	0	2.1	2.4	1.2	0.7	1.3	2	1.4	0.4	1.4	1.7		
PEAK-HOUR VOLUMES - PEDESTRIANS																						
	North	South	East	West																		
	5	6	1	9																		
PEAK-HOUR VOLUMES - BICYCLES																						
	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight										
	0	0	0	0	2	0	0	3	0	0	0	0										
PEAK 15-MIN FLOWRATES																						
VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total	
All Vehicles	156	316	36	8	0	536	1668	400	0	0	240	1312	200	32	0	48	820	232	24	0	6028	
Heavy Trucks	4	0	0			12	8	0	0	0	4	28	4			0	8	4			72	
Pedestrians	4	0	0																		8	
Bicycles	0	0	0			0	1	0	0	0	0	0	0	0		0	0	0			1	
ALL-VEHICLE VOLUMES																						
Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Hourly Totals	
4:00 PM	17	26	3	0	0	25	42	20	2	0	23	99	14	0	0	2	72	15	1	0	361	
4:05 PM	17	17	1	1	0	32	50	14	1	0	17	80	15	2	0	5	60	16	2	0	330	
4:10 PM	15	34	4	2	0	46	79	13	0	0	14	91	13	0	0	3	55	15	0	0	384	
4:15 PM	9	22	4	1	0	25	57	21	2	0	26	96	16	0	0	5	54	10	0	0	348	
4:20 PM	14	15	6	0	0	35	67	20	4	0	26	95	8	0	0	10	60	19	0	0	379	
4:25 PM	18	32	7	2	0	26	56	23	1	0	20	143	27	1	0	0	75	14	1	0	446	
4:30 PM	11	25	3	1	0	32	68	25	2	0	15	106	12	1	0	5	66	24	2	0	398	
4:35 PM	19	16	5	3	0	42	82	26	0	0	9	90	12	1	0	3	61	17	5	0	391	
4:40 PM	20	33	5	2	0	31	95	19	2	0	11	120	24	1	0	1	65	19	1	0	449	
4:45 PM	12	22	3	1	0	24	97	22	1	0	14	96	10	4	0	12	50	16	2	0	385	
4:50 PM	15	37	3	3	0	35	97	20	3	0	12	87	15	1	0	3	40	16	1	0	388	
4:55 PM	24	18	2	2	0	56	56	29	0	0	24	114	13	3	0	9	115	17	1	0	483	
5:00 PM	14	20	2	2	0	44	99	32	3	0	14	114	16	0	0	4	65	14	4	0	447	
5:05 PM	16	32	0	3	0	40	127	29	1	0	15	106	13	2	0	6	58	21	2	0	471	
5:10 PM	14	24	6	0	0	22	98	28	2	0	15	133	19	0	0	3	80	19	6	0	469	
5:15 PM	15	37	2	3	0	45	131	31	0	0	22	90	14	0	0	4	64	16	2	0	476	
5:20 PM	13	47	6	0	0	41	139	30	1	0	15	111	15	3	0	3	51	15	2	0	492	
5:25 PM	12	23	0	0	0	47	140	33	0	0	24	80	14	1	0	5	39	18	1	0	437	
5:30 PM	10	37	8	1	0	42	138	33	1	0	5	101	18	1	0	5	53	17	0	0	470	
5:35 PM	13	34	5	2	0	48	128	36	1	0	14	123	22	0	0	5	60	13	3	0	507	
5:40 PM	13	35	6	2	0	42	112	35	2	0	18	118	14	1	0	2	80	17	3	0	500	
5:45 PM	16	34	2	0	0	45	119	30	0	0	22	97	18	4	0	5	59	18	3	0	472	
5:50 PM	13	23	6	0	0	29	135	36	0	0	12	120	12	3	0	4	82	18	3	0	496	
5:55 PM	10	22	1	2	0	60	163	34	0	0	26	111	20	1	0	3	64	22	0	0	539	

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Right	Total
4:00 PM	1	0	0	0	1	0	0	1	0	0	1	4
4:05 PM	1	1	0	0	3	0	1	3	0	0	4	13
4:10 PM	0	0	0	0	0	0	0	4	1	0	2	8
4:15 PM	0	0	0	0	0	0	1	4	0	1	0	7
4:20 PM	0	1	0	1	1	0	2	1	0	2	1	9
4:25 PM	0	2	0	0	0	0	0	2	0	0	2	6
4:30 PM	1	2	0	0	0	0	0	4	0	0	1	8
4:35 PM	0	1	0	0	3	0	0	3	1	1	1	10
4:40 PM	0	1	0	0	1	0	2	0	0	0	2	7
4:45 PM	0	0	0	0	0	0	1	2	0	0	1	4
4:50 PM	1	0	0	0	1	0	0	0	0	0	0	2
4:55 PM	0	1	0	0	0	0	0	4	0	0	0	5
5:00 PM	0	1	0	0	2	1	0	3	0	0	1	12
5:05 PM	0	2	0	0	0	1	0	2	0	0	0	5
5:10 PM	0	0	0	0	1	0	0	0	0	0	1	3
5:15 PM	1	0	0	0	0	1	0	2	0	0	1	6
5:20 PM	0	0	0	1	1	1	0	3	0	0	2	8
5:25 PM	0	0	0	2	0	0	0	1	0	0	1	4
5:30 PM	0	0	0	0	1	0	0	2	0	0	2	5
5:35 PM	0	0	0	0	0	0	0	1	0	0	0	1
5:40 PM	0	2	0	0	0	0	0	0	0	0	3	6
5:45 PM	1	0	0	1	1	0	0	2	0	0	0	5
5:50 PM	0	0	0	2	1	0	0	4	0	0	1	8
5:55 PM	0	0	0	0	0	0	1	1	1	0	1	5

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
4:00 PM	0	0	0	0	1
4:05 PM	0	0	2	1	3
4:10 PM	0	0	1	0	1
4:15 PM	0	0	3	0	3
4:20 PM	1	0	1	0	2
4:25 PM	3	0	0	0	3
4:30 PM	2	0	1	0	3
4:35 PM	0	0	1	0	1
4:40 PM	1	0	0	1	2
4:45 PM	0	2	1	2	5
4:50 PM	0	1	0	0	1
4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:05 PM	1	0	0	1	2
5:10 PM	2	1	0	0	3
5:15 PM	0	0	0	2	2
5:20 PM	1	1	0	0	2
5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	3	3
5:35 PM	1	2	0	0	3
5:40 PM	0	1	0	2	3
5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1

BICYCLE VOLUMES

Time Period	NB Left	NB
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QUALITY COUNTS REPORT

Intersection:	S Mathilda Ave		W Ave		Lane Configuration:																						
City/State:	Sunnyvale		CA		SIGNAL		SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7			SIGNAL											
QCJobNo:	10849805						TR	T	T	L	L																
ClientID:																											
Date:	11/14/2012				EBLane7									R	WBLane1												
Comments:					EBLane6									T	WBLane2												
					EBLane5									L	WBLane3												
					EBLane4										WBLane4												
					EBLane3 L										WBLane5												
PEAK HOUR START	8:00 AM				EBLane2 T										WBLane6												
PEAK HOUR END	9:00 AM				EBLane1 TR										WBLane7												
PEAK 15-MIN START	8:45 AM																										
PEAK 15-MIN END	9:00 AM				SIGNAL																						
PHF	0.93						NBLane7	NBLane6	NBLane5	L	T	T	TR	NBLane1	SIGNAL												
PEAK-HOUR VOLUMES																											
	NBLeft	NBThru		NBRight	SBLeft	SBThru		SBRight	EBLeft	EBThru		EBRight	WBLeft	WBThru		NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving				
		15	2187	38	34	34	752	61	487	47	39	21	20	31	31	2240	847	107	82	2266	795	110	105				
PERCENT HEAVY VEHICLES																											
	NBLeft	NBThru		NBRight	SBLeft	SBThru		SBRight	EBLeft	EBThru		EBRight	WBLeft	WBThru		WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving			
		0	0.5	0	5.9	3.6		0	2.1	2.6	4.8		0		0	16.1	0.5	3.4	2.8	6.1	0.8	3.5	2.7	0			
PEAK-HOUR VOLUMES - PEDESTRIANS																											
	North	South		East	West																						
		4	3	4	4																						
PEAK-HOUR VOLUMES - BICYCLES																											
	NBLeft	NBThru		NBRight	SBLeft	SBThru		SBRight	EBLeft	EBThru		EBRight	WBLeft	WBThru		WBRight											
		0	1	1	0	1		0	0	2		0	0	0		0											
PEAK 15-MIN FLOW/RATES																											
VehicleType	NBLeft		NBThru		NBRight	NBUTurn	NBRTOR	SBLeft	SBThru		SBRight	SBUTurn	SBRTOR	EBLeft	EBThru		EBRight	EBUTurn	EBRTOR	WBLeft	WBThru		WBRight	WBUTurn	WBRTOR	Total	
All Vehicles		24	2376	32	4	0	0	40	812	72	0	0	0	0	24	36	24	0	0	0	36	28	32	0	0	3540	
Heavy Trucks		0	24	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	56	
Pedestrians		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles		0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
ALL-VEHICLE VOLUMES																											
Time Period	NB Left		NB Thru		NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru		SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru		EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru		WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM		0	48	0	0	0	0	0	30	1	0	0	0	5	0	0	0	0	0	2	3	3	0	0	0	92	
7:05 AM		0	67	0	0	0	0	0	26	1	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	99	
7:10 AM		2	67	1	0	0	0	0	32	1	0	0	0	3	0	0	2	2	0	0	1	1	0	0	0	110	
7:15 AM		0	63	1	1	0	0	0	29	1	0	0	0	0	0	5	0	0	0	0	1	1	0	0	0	102	
7:20 AM		2	60	1	0	0	0	0	49	2	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	118	
7:25 AM		0	61	3	0	0	0	0	39	0	0	0	0	2	0	3	0	0	0	0	0	2	0	0	0	110	
7:30 AM		0	95	1	0	0	0	0	44	2	0	0	0	0	1	1	0	0	0	2	0	3	0	0	0	150	
7:35 AM		0	69	0	1	0	0	1	51	2	0	0	0	1	0	2	0	0	0	0	1	2	0	0	0	130	
7:40 AM		0	120	1	1	0	0	3	62	2	1	0	0	0	1	1	0	0	0	3	0	1	0	0	0	195	
7:45 AM		0	157	2	0	0	0	1	53	4	0	0	0	3	1	3	0	0	0	0	0	1	0	0	0	225	
7:50 AM		2	98	2	0	0	0	2	61	6	1	0	0	5	5	3	0	0	0	0	3	4	0	0	0	194	
7:55 AM		1	187	4	0	0	0	1	75	8	0	0	0	7	6	0	0	0	0	2	1	0	0	0	0	292	1817
8:00 AM		0	141	2	1	0	0	1	49	3	0	0	0	4	1	1	0	0	0	0	0	1	0	0	0	204	1929
8:05 AM		1	133	4	0	0	0	1	53	3	0	0	0	6	4	2	0	0	0	1	3	3	0	0	0	214	2044
8:10 AM		1	189	0	0	0	0	3	78	9	1	0	0	0	0	0	0	0	0	1	5	2	0	0	0	296	2230
8:15 AM		1	172	4	0	0	0	6	46	4	0	0	0	9	4	0	0	0	0	1	3	3	0	0	0	253	2381
8:20 AM		0	192	3	0	0	0	2	71	5	0	0	0	9	5	1	0	0	0	3	1	0	0	0	0	297	2560
8:25 AM		1	193	5	0	0	0	6	54	4	0	0	0	5	5	7	0	0	0	0	3	3	0	0	0	286	2736
8:30 AM		2	2	0	0	0	0	1	54	3	0	0	0	2	4	1	0	0	0	1	1	0	1	0	0	265	2851
8:35 AM		0	181	5	0	0	0	0	67	6	0	0	0	1	3	2	0	0	0	3	5	3	0	0	0	276	2997
8:40 AM		1	199	4	0	0	0	3	77	6	0	0	0	1	2	0	0	0	0	1	4	2	0	0	0	300	3102
8:45 AM		3	185	1	1	0	0	6	71	6	0	0	0	3	1	2	0	0	0	5	3	2	0	0	0	289	3166
8:50 AM		1	219	3	0	0	0	0	57	4	0	0	0	1	2	1	0	0	0	3	1	3	0	0	0	295	3267
8:55 AM		2	190	4	0	0	0	4	75	8	0	0	0	2	6	3	0	0	0	1	3	3	0	0	0	301	3273

HEAVY-VEHICLE VOLUMES

Time Period	NB Left				SB Right				WB Right					
	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	WB Left	WB Right	WB Right	Total			
7:00 AM	0	0	0	0	8	0	2	0	0	0	2	12		
7:05 AM	0	1	0	0	0	0	1	0	0	0	2			
7:10 AM	0	1	0	0	1	0	0	0	0	0	2			
7:15 AM	0	2	0	0	3	0	0	0	0	0	5			
7:20 AM	0	0	0	0	2	0	0	0	0	0	2			
7:25 AM	0	0	1	0	0	0	0	0	0	0	1			
7:30 AM	0	0	2	1	2	0	0	0	0	0	3			
7:35 AM	0	1	0	0	3	0	0	0	0	0	4			
7:40 AM	0	3	1	0	2	0	0	0	0	0	6			
7:45 AM	0	0	0	0	2	0	1	1	0	0	1			
7:50 AM	0	0	0	0	1	0	0	0	0	0	1			
7:55 AM	0	0	0	0	1	0	0	0	0	0	1			
8:00 AM	0	0	0	0	1	0	0	0	0	0	1			
8:05 AM	0	0	0	0	2	0	0	1	0	0	2			
8:10 AM	0	0	0	0	3	0	0	0	0	0	3			
8:15 AM	0	2	0	0	1	0	0	0	0	0	3			
8:20 AM	0	1	0	0	4	0	1	0	0	0	7			
8:25 AM	0	0	0	2	3	0	0	0	0	0	5			
8:30 AM	0	0	0	0	4	0	0	0	0	0	4			
8:35 AM	0	0	0	0	2	0	1	0	0	0	1			
8:40 AM	0	3	0	0	0	0	0	0	0	0	3			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0			
8:50 AM	0	3	0	0	4	0	0	0	0	0	1			
8:55 AM	0	3	0	0	3	0	0	0	0	0	0			

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	1	1
7:55 AM	1	0	0	0	1
8:00 AM	0	1	0	0	1
8:05 AM	0	0	0	0	0
8:10 AM	2	1	0	1	4
8:15 AM	1	0	0	0	1
8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0
8:30 AM	0	1	2	1	4
8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1
8:45 AM	0	0	1	1	2
8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	1	2

BICYCLE VOLUMES

Time Period		NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:20 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
	8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
	8:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	1

HEAVY-VEHICLE VOLUMES												
Time Period	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total		
4:00 PM	0	1	0	0	0	0	0	0	0	1	2	
4:05 PM	0	1	0	0	2	0	0	0	0	0	3	
4:10 PM	0	1	0	1	0	1	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	
4:20 PM	0	1	0	3	0	0	0	0	0	0	4	
4:25 PM	0	2	0	0	0	0	0	0	0	0	2	
4:30 PM	0	1	0	0	0	0	0	0	0	2	3	
4:35 PM	0	0	0	1	0	0	1	1	0	0	3	
4:40 PM	0	3	0	2	0	0	0	0	0	1	6	
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	
4:50 PM	0	0	0	2	0	0	0	0	0	0	2	
4:55 PM	0	1	0	1	0	0	0	0	0	0	2	
5:00 PM	0	0	0	2	0	1	0	0	0	1	4	
5:05 PM	0	2	0	1	0	0	0	0	0	0	3	
5:10 PM	0	2	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	2	0	0	0	0	0	0	2	
5:20 PM	0	0	0	1	0	0	0	0	0	1	2	
5:25 PM	0	0	1	1	0	0	0	0	0	0	1	
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	
5:35 PM	0	0	0	0	0	0	0	0	0	1	1	
5:40 PM	0	2	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	3	0	0	0	0	0	0	3	
5:50 PM	0	0	0	0	0	0	0	0	0	1	1	
5:55 PM	0	1	0	0	0	0	0	0	0	0	1	

PEDESTRIAN VOLUMES					
Time Period	North	South	East	West	Total
4:00 PM	1	1	0	1	3
4:05 PM	0	1	1	0	2
4:10 PM	0	1	0	1	2
4:15 PM	0	1	0	0	1
4:20 PM	0	0	1	0	1
4:25 PM	0	1	1	2	4
4:30 PM	2	0	1	0	3
4:35 PM	0	2	0	0	2
4:40 PM	1	0	0	0	1
4:45 PM	0	0	0	1	1
4:50 PM	0	0	0	0	0
4:55 PM	0	1	1	0	2
5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:20 PM	0	0	1	1	2
5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:35 PM	0	1	1	1	3
5:40 PM	0	1	0	0	1
5:45 PM	0	1	0	1	2
5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0

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Appendix C

Existing Intersection Level of Service Worksheets

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Existing AM Fri Oct 4, 2013 08:52:02 Page 4-1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 30 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 6 Average Delay (sec/veh): 5.8
Optimal Cycle: 26 Level of Service: A

Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 1 0 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 18 231 29 50 115 35 7 35 43 28 37 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: 18 231 29 50 115 35 7 35 43 28 37 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
PCE Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 23 302 38 65 150 46 9 46 56 37 48 8
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 302 38 65 150 46 9 46 56 37 48 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: 23 302 38 65 150 46 9 46 56 37 48 8

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 0.07 0.82 0.11 0.26 0.56 0.18 0.18 0.82 1.00 0.45 0.55 1.00
Final Sat.: 121 1556 195 458 1054 321 312 1561 1750 789 1043 1750

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.19 0.14 0.14 0.14 0.03 0.03 0.03 0.05 0.05 0.00
Crit Moves: ****
Green Time: 14.0 14.0 14.0 14.0 14.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0
Volume/Cap: 0.42 0.42 0.42 0.31 0.31 0.31 0.09 0.09 0.10 0.14 0.14 0.01
Delay/Veh: 5.6 5.6 5.6 5.2 5.2 5.2 6.9 6.9 7.0 7.1 7.1 6.7
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: 5.6 5.6 5.6 5.2 5.2 5.2 6.9 6.9 7.0 7.1 7.1 6.7
LOS by Move: A A A A A A A A A A A A
HCM2k95thQ: 6 6 6 4 4 4 1 1 1 1 1 0

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

Existing AM Fri Oct 4, 2013 08:52:02 Page 5-1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 1.3 Worst Case Level of Service: B[14.4]

Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45
Base Vol: 9 258 28 11 178 3 18 0 21 2 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: 9 258 28 11 178 3 18 0 21 2 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: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 11 307 33 13 212 4 21 0 25 2 0 0
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 11 307 33 13 212 4 21 0 25 2 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.1 6.5 6.2 7.1 xxxx xxxx
FollowUpLim: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 3.5 xxxx xxxx

Capacity Module:
Conflict Vol: 243 xxxx xxxx 353 xxxx xxxx 612 642 243 612 xxxx xxxx
Potent Cap.: 1335 xxxx xxxx 1211 xxxx xxxx 406 394 798 408 xxxx xxxx
Move Cap.: 1304 xxxx xxxx 1198 xxxx xxxx 391 373 778 384 xxxx xxxx
Volume/Cap: 0.01 xxxx xxxx 0.01 xxxx xxxx 0.05 0.00 0.03 0.01 xxxx xxxx

Level of Service Module:
2Way95thQ: 0.0 xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx
Control Del: 7.8 xxxx xxxx 8.0 xxxx xxxx xxxx xxxx xxxx 14.4 xxxx xxxx
LOS by Move: A * * A * * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 534 xxxx xxxx xxxx xxxx xxxx
SharedQueue: xxxx xxxx xxxx xxxx xxxx xxxx 0.3 xxxx xxxx xxxx xxxx xxxx
Shrd ConDel: xxxx xxxx xxxx xxxx xxxx xxxx 12.4 xxxx xxxx xxxx xxxx xxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx * xxxxxx * xxxxxx * 12.4 * 14.4 * *
ApproachLOS: * * * * * * B B B B B B

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4003 Pastoria Ave/Olive Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 0 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level of Service: B

Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 29 293 92 20 174 1 5 25 58 76 30 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 293 92 20 174 1 5 25 58 76 30 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 34 346 108 24 205 1 6 29 68 90 35 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 346 108 24 205 1 6 29 68 90 35 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: 34 346 108 24 205 1 6 29 68 90 35 17

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 1.42 0.44 0.10 0.89 0.01 0.06 0.28 0.66 0.63 0.25 0.12
Final Sat.: 89 927 303 67 586 3 35 173 401 366 145 68

Capacity Analysis Module:
Vol/Sat: 0.38 0.37 0.36 0.35 0.35 0.35 0.17 0.17 0.17 0.24 0.24 0.24
Crit Moves: ****
Delay/Veh: 11.5 11.1 10.6 10.9 10.9 10.9 9.4 9.4 9.4 10.5 10.5 10.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.5 11.1 10.6 10.9 10.9 10.9 9.4 9.4 9.4 10.5 10.5 10.5
LOS by Move: B B B B B A A A A B B B
ApproachDel: 11.0 10.9 9.4 10.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 11.0 10.9 9.4 10.5
LOS by Appr: B B B A A B B
AllWayAvg: 0.6 0.5 0.5 0.5 0.5 0.5 0.2 0.2 0.2 0.3 0.3 0.3

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real

Cycle (sec): 110 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 46 Level of Service: C

Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include 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: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 2 0 2 1 0

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 151 301 301 47 163 68 90 661 55 128 1229 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: 151 301 301 47 163 68 90 661 55 128 1229 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 154 306 306 48 166 69 92 672 56 130 1250 63
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 154 306 306 48 166 69 92 672 56 130 1250 63
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 154 306 306 48 166 69 92 672 56 130 1250 63

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 2.00 2.84 0.16
Final Sat.: 1750 1900 1750 1750 3800 1750 1750 5228 435 3150 5404 273

Capacity Analysis Module:
Vol/Sat: 0.09 0.16 0.17 0.03 0.04 0.04 0.05 0.13 0.13 0.04 0.23 0.23
Crit Moves: ****
Green Time: 20.5 34.7 34.7 7.0 21.2 21.2 10.4 37.7 37.7 18.6 45.9 45.9
Volume/Cap: 0.47 0.51 0.55 0.43 0.23 0.20 0.55 0.38 0.38 0.24 0.55 0.55
Delay/Veh: 41.0 31.1 31.8 52.2 37.6 37.6 51.7 27.4 27.4 39.8 24.6 24.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.0 31.1 31.8 52.2 37.6 37.6 51.7 27.4 27.4 39.8 24.6 24.6
LOS by Move: D C C D- D+ D- C C D C C
HCMZk95thQ: 11 16 18 5 5 4 6 12 12 4 19 19

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4005 Mathilda Ave/Iowa Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 12 Average Delay (sec/veh): 13.5
Optimal Cycle: 46 Level of Service: B

Street Name: Mathilda Ave Iowa 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 Protected Protected
Rights: Include Include 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: 1 0 3 1 0 2 0 2 1 0 1 0 1 0 1 0 1

Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00 AM
Base Vol: 38 2187 15 34 752 61 37 809 21 20 31 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 2187 15 34 752 61 37 809 21 20 31 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHE Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 41 2352 16 37 809 66 51 42 23 22 33 33
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 2352 16 37 809 66 51 42 23 22 33 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 41 2352 16 37 809 66 51 42 23 22 33 33

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 1.00 3.97 0.03 2.00 2.76 0.24 1.00 1.26 0.74 1.00 1.00 1.00
Final Sat.: 1750 7544 52 3150 5239 425 1750 2398 1291 1750 1900 1750

Capacity Analysis Module:
Vol/Sat: 0.02 0.31 0.31 0.01 0.15 0.15 0.03 0.02 0.02 0.01 0.02 0.02
Crit Moves: ****
Green Time: 22.2 64.0 64.0 7.0 48.8 48.8 7.0 10.0 10.0 7.0 10.0 10.0
Volume/Cap: 0.11 0.49 0.49 0.17 0.32 0.32 0.41 0.17 0.17 0.18 0.18 0.19
Delay/Veh: 31.1 9.5 9.5 44.1 15.5 15.5 46.8 41.4 41.4 44.5 41.7 41.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.1 9.5 9.5 44.1 15.5 15.5 46.8 41.4 41.4 44.5 41.7 41.8
LOS by Move: C A A D B B D D D D D D
HCM2k95thQ: 2 17 1 10 10 3 2 2 2 2 2 2

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)

Cycle (sec): 145 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 12 Average Delay (sec/veh): 47.5
Optimal Cycle: 81 Level of Service: D

Street Name: Mathilda Ave El Camino Real (Rte 82)
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 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 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00
Base Vol: 342 1647 19 196 344 187 334 522 86 23 1067 308
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 342 1647 19 196 344 187 334 522 86 23 1067 308
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHE Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 380 1830 21 218 382 208 371 580 96 26 1186 342
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 380 1830 21 218 382 208 371 580 96 26 1186 342
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 380 1830 21 218 382 208 371 580 96 26 1186 342

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92
Lanes: 2.00 2.96 0.04 2.00 3.00 1.00 2.00 2.54 0.46 1.00 3.00 1.00
Final Sat.: 3150 5629 65 3150 5700 1750 3150 4835 797 1750 5700 1750

Capacity Analysis Module:
Vol/Sat: 0.12 0.33 0.33 0.07 0.07 0.12 0.12 0.12 0.12 0.01 0.21 0.20
Crit Moves: ****
Green Time: 36.7 60.0 60.0 12.8 36.1 36.1 21.8 42.9 42.9 17.3 38.4 38.4
Volume/Cap: 0.48 0.78 0.78 0.78 0.27 0.48 0.78 0.41 0.41 0.12 0.78 0.74
Delay/Veh: 46.4 38.7 38.7 78.4 43.9 47.2 67.8 41.0 41.0 57.4 52.2 54.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.4 38.7 38.7 78.4 43.9 47.2 67.8 41.0 41.0 57.4 52.2 54.9
LOS by Move: D D+ D+ D+ D+ D+ D+ D+ D+ D+ D+ D+
HCM2k95thQ: 16 41 41 12 9 16 18 15 15 2 29 27

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4007 Mary Ave/Iowa Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 9 Average Delay (sec/veh): 13.7
Optimal Cycle: 36 Level of Service: B

Street Name: Mary Ave Iowa 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 Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 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

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

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM

Base Vol: 20 988 45 18 409 15 36 24 44 66 22 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: 20 988 45 18 409 15 36 24 44 66 22 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

PHE Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83

PHF Volume: 24 1196 54 22 495 18 44 29 53 80 27 25

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 24 1196 54 22 495 18 44 29 53 80 27 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: 24 1196 54 22 495 18 44 29 53 80 27 25

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00

Lanes: 1.00 1.91 0.09 1.00 1.92 0.08 0.62 0.38 1.00 0.77 0.23 1.00

Final Sat.: 1750 3621 165 1750 3654 134 1084 723 1750 1339 446 1750

Capacity Analysis Module:

Vol/Sat: 0.01 0.33 0.33 0.01 0.14 0.14 0.04 0.04 0.03 0.06 0.06 0.01

Crit Moves: ****

Green Time: 27.7 79.6 79.6 7.0 58.9 58.9 14.4 14.4 14.4 14.4 14.4 14.4

Volume/Cap: 0.05 0.46 0.46 0.20 0.25 0.25 0.31 0.31 0.23 0.46 0.46 0.11

Delay/Veh: 31.3 6.4 6.4 49.7 13.8 13.8 44.0 44.0 43.4 45.6 45.6 42.4

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 31.3 6.4 6.4 49.7 13.8 13.8 44.0 44.0 43.4 45.6 45.6 42.4

LOS by Move: C A A D B B D D D D D D

HCM2k95thQ: 1 16 2 9 9 5 4 7 7 2 2 2

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

Existing AM Fri Oct 4, 2013 08:52:02 Page 11-1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4008 Mary Ave/El Camino Real (Rte. 82)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): 36.9
Optimal Cycle: 58 Level of Service: D+

Street Name: Mary Ave El Camino Real Rte 82

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 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: 1 0 1 0 1 0 1 0 1 0 3 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM

Base Vol: 193 702 100 116 300 173 156 595 63 97 1206 192

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 193 702 100 116 300 173 156 595 63 97 1206 192

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHE Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 203 738 105 122 315 182 164 626 66 102 1268 202

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 203 738 105 122 315 182 164 626 66 102 1268 202

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 203 738 105 122 315 182 164 626 66 102 1268 202

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 1.73 0.27 1.00 1.23 0.77 1.00 3.00 1.00 1.00 3.00 1.00

Final Sat.: 1750 3291 469 1750 2337 1348 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:

Vol/Sat: 0.12 0.22 0.22 0.07 0.13 0.13 0.09 0.11 0.04 0.06 0.22 0.12

Crit Moves: ****

Green Time: 22.9 37.9 37.9 11.8 26.7 26.7 15.8 34.3 34.3 19.0 37.6 37.6

Volume/Cap: 0.58 0.68 0.68 0.68 0.58 0.58 0.68 0.37 0.13 0.35 0.68 0.35

Delay/Veh: 44.2 34.9 34.9 60.0 40.2 40.2 54.9 31.9 29.5 43.3 34.6 29.9

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 44.2 34.9 34.9 60.0 40.2 40.2 54.9 31.9 29.5 43.3 34.6 29.9

LOS by Move: D C C E D D D D C C D C

HCM2k95thQ: 15 24 24 11 16 16 14 11 4 7 23 11

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 6 Average Delay (sec/veh): 12.1
Optimal Cycle: 26 Level of Service: B

Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 1 0 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 28 152 26 16 294 16 4 55 38 41 45 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 152 26 16 294 16 4 55 38 41 45 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 33 179 31 19 347 19 5 65 45 48 53 12
Reduced Vol: 0 0 0 0 0 0 0 0 0 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 179 31 19 347 19 5 65 45 48 53 12

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 0.92 0.92 0.92 0.92 0.95 0.95 0.92
Lanes: 0.13 0.74 0.13 0.05 0.90 0.05 0.07 0.93 1.00 0.48 0.52 1.00
Final Sat.: 238 1291 221 86 1578 86 122 1678 1750 858 942 1750

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.22 0.22 0.22 0.04 0.04 0.03 0.06 0.06 0.01
Crit Moves: **** **** **** ****
Green Time: 74.8 74.8 74.8 74.8 74.8 19.2 19.2 19.2 19.2 19.2
Volume/Cap: 0.19 0.19 0.19 0.29 0.29 0.29 0.20 0.20 0.13 0.29 0.29 0.04
Delay/Veh: 3.8 3.8 3.8 4.2 4.2 4.2 34.3 34.3 33.7 35.1 35.1 32.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 3.8 3.8 3.8 4.2 4.2 4.2 34.3 34.3 33.7 35.1 35.1 32.9
LOS by Move: A A A A A A C- C- C- D+ C-
HCM2k95thQ: 5 5 5 8 8 4 4 2 5 5 1

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 1.1 Worst Case Level of Service: B[14.1]

Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 6 193 4 5 344 18 11 1 13 12 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
Initial Bse: 6 193 4 5 344 18 11 1 13 12 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
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 7 218 5 6 388 20 12 1 15 14 2 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 218 5 6 388 20 12 1 15 14 2 5

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpLim: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 423 xxxx xxxx 227 xxxx xxxx 661 665 415 659 672 225
Potential Cap.: 1137 xxxx xxxx 1347 xxxx xxxx 375 380 635 380 379 819
Move Cap.: 1123 xxxx xxxx 1341 xxxx xxxx 364 370 626 365 370 816
Volume/Cap: 0.01 xxxx xxxx 0.00 xxxx xxxx 0.03 0.00 0.02 0.04 0.01 0.01

Level of Service Module:
2Way95thQ: 0.0 xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Control Del: 8.2 xxxx xxxx 7.7 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: A * * A * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 465 xxxx xxxx 416 xxxx
SharedQueue: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.2 xxxx xxxx 0.2
Shrd ConDel: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 13.2 xxxx xxxx 14.1
Shared LOS: * * * * * * * B * * B *
ApproachDel: xxxxxx xxxxxx 13.2 14.1
ApproachLOS: * * B B

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4003 Pastoria Ave/Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 0 Level of Service: B

Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 33 179 66 22 377 6 5 30 28 152 29 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 33 179 66 22 377 6 5 30 28 152 29 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 36 193 71 24 407 6 5 32 30 164 31 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 193 71 24 407 6 5 32 30 164 31 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 193 71 24 407 6 5 32 30 164 31 23

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 1.29 0.47 0.05 0.94 0.01 0.08 0.48 0.44 0.76 0.14 0.10
Final Sat.: 137 768 296 36 624 10 42 253 236 425 81 59

Capacity Analysis Module:
Vol/Sat: 0.26 0.25 0.24 0.65 0.65 0.13 0.13 0.13 0.39 0.39 0.39
Crit Moves: ****
Delay/Veh: 10.6 10.3 9.9 17.0 17.0 17.0 9.7 9.7 9.7 12.2 12.2 12.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.6 10.3 9.9 17.0 17.0 17.0 9.7 9.7 9.7 12.2 12.2 12.2
LOS by Move: B B A C C C A A B B
ApproachDel: 10.3 17.0 17.0 9.7 9.7 9.7 12.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 10.3 17.0 17.0 9.7 9.7 9.7 12.2
LOS by Appr: B B C A A A B
AllWayAvg: 0.3 0.3 0.3 1.6 1.6 1.6 0.1 0.1 0.1 0.5 0.5 0.5

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real

Cycle (sec): 120 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 51 Level of Service: C

Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 7 7 10 10 7 10 10 7 10 10
Y+R: 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 1 0 1 0 2 0 1 1 0 2 1 0 2 0 2 1 0

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 105 145 146 95 343 125 112 1423 160 284 978 77
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 145 146 95 343 125 112 1423 160 284 978 77
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 153 154 100 361 132 118 1499 169 299 1031 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 153 154 100 361 132 118 1499 169 299 1031 81
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 111 153 154 100 361 132 118 1499 169 299 1031 81

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.99 0.95 0.83 0.99 0.95
Final Sat.: 1750 1900 1750 1750 3800 1750 1750 5033 566 3150 5191 409

Capacity Analysis Module:
Vol/Sat: 0.06 0.08 0.09 0.06 0.10 0.08 0.07 0.30 0.30 0.10 0.20 0.20
Crit Moves: ****
Green Time: 12.4 18.6 18.6 12.4 18.6 18.6 19.5 58.4 58.4 18.6 57.5 57.5
Volume/Cap: 0.61 0.52 0.57 0.55 0.61 0.48 0.41 0.61 0.61 0.61 0.41
Delay/Veh: 57.6 47.3 48.3 54.9 49.2 47.7 46.1 23.0 23.0 49.6 20.4 20.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 57.6 47.3 48.3 54.9 49.2 47.7 46.1 23.0 23.0 49.6 20.4 20.4
LOS by Move: E+ D D D D D D C+ C+ C+
HCMk95thQ: 10 11 12 9 13 10 8 26 26 12 16 16

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4005 Mathilda Ave/Iowa Ave

Cycle (sec): 150 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 12 Average Delay (sec/veh): 17.5
Optimal Cycle: 51 Level of Service: B

Street Name: Mathilda Ave Iowa 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 Protected Protected
Rights: Include Include Include Include

Min. Green: 7 10 10 10 7 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 2 0 2 1 0 1 0 1 0 1

Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM
Base Vol: 37 775 35 94 2358 19 29 54 36 65 52 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 775 35 94 2358 19 29 54 36 65 52 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHE Volume: 40 842 38 102 2563 21 32 59 39 71 57 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 842 38 102 2563 21 32 59 39 71 57 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: 40 842 38 102 2563 21 32 59 39 71 57 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.99 0.95 0.83 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 1.00 3.82 0.18 2.00 2.98 0.02 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 7175 324 3150 5555 45 1750 1900 1750 1900 1750 1750

Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.12 0.03 0.46 0.46 0.02 0.03 0.02 0.04 0.03 0.03
Crit Moves: ****
Green Time: 7.0 84.6 84.6 33.6 111 111.3 8.1 10.0 10.0 9.7 11.6 11.6
Volume/Cap: 0.49 0.21 0.21 0.14 0.62 0.62 0.33 0.46 0.34 0.62 0.38 0.38
Delay/Veh: 74.4 16.2 16.2 46.7 9.6 9.6 70.4 70.1 68.5 78.6 67.5 67.5
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: 74.4 16.2 16.2 46.7 9.6 9.6 70.4 70.1 68.5 78.6 67.5 67.5
LOS by Move: E B B D A A E E E E- E E
HCM2k95thQ: 4 9 9 4 32 32 3 5 4 9 6 6

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)

Cycle (sec): 140 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): 42.0
Optimal Cycle: 68 Level of Service: D

Street Name: Mathilda Ave El Camino Real (Rte 82)
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 Include Include

Min. Green: 7 10 10 10 7 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM
Base Vol: 174 368 44 516 1529 387 218 1304 195 78 755 208
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 174 368 44 516 1529 387 218 1304 195 78 755 208
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHE Volume: 181 383 46 538 1593 403 227 1358 203 81 786 217
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 181 383 46 538 1593 403 227 1358 203 81 786 217
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 181 383 46 538 1593 403 227 1358 203 81 786 217

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 0.99 0.95 0.92 1.00 0.92
Lanes: 2.00 2.67 0.33 2.00 3.00 1.00 2.00 2.60 0.40 1.00 3.00 1.00
Final Sat.: 3150 5001 598 3150 5700 1750 3150 4871 728 1750 5700 1750

Capacity Analysis Module:
Vol/Sat: 0.06 0.08 0.08 0.17 0.28 0.23 0.07 0.28 0.28 0.05 0.14 0.12
Crit Moves: ****
Green Time: 11.1 20.2 20.2 44.9 54.0 54.0 21.6 53.9 53.9 9.0 41.3 41.3
Volume/Cap: 0.72 0.53 0.53 0.53 0.72 0.60 0.47 0.72 0.72 0.72 0.47 0.42
Delay/Veh: 73.0 56.2 56.2 39.5 37.9 35.8 54.7 38.0 38.0 85.0 40.6 40.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 73.0 56.2 56.2 39.5 37.9 35.8 54.7 38.0 38.0 85.0 40.6 40.3
LOS by Move: E E+ E+ D+ D+ D+ D+ D+ D+ F D D
HCM2k95thQ: 12 12 12 20 33 26 10 32 32 8 17 15

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

Existing PM Fri Oct 4, 2013 08:53:20 Page 10-1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4007 Mary Ave/Iowa Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 9 Average Delay (sec/veh): 12.0
Optimal Cycle: 36 Level of Service: B+

Street Name: Mary Ave Iowa 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 Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 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

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

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM

Base Vol: 12 430 54 27 1039 27 14 25 22 51 31 20

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 12 430 54 27 1039 27 14 25 22 51 31 20

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHE Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 13 468 59 29 1132 29 15 27 24 56 34 22

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 13 468 59 29 1132 29 15 27 24 56 34 22

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 13 468 59 29 1132 29 15 27 24 56 34 22

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.98 0.95 0.92 0.97 0.95 0.95 0.95 0.92 0.95 0.95 0.92

Lanes: 1.00 1.77 0.23 1.00 1.95 0.05 0.36 0.64 1.00 0.62 0.38 1.00

Final Sat.: 1750 3287 413 1750 3606 94 646 1154 1750 1120 680 1750

Capacity Analysis Module:

Vol/Sat: 0.01 0.14 0.14 0.02 0.31 0.31 0.02 0.02 0.01 0.05 0.05 0.01

Crit Moves: ****

Green Time: 7.0 60.9 60.9 27.2 81.2 81.2 12.8 12.8 12.8 12.8 12.8 12.8

Volume/Cap: 0.12 0.26 0.26 0.07 0.43 0.43 0.20 0.20 0.12 0.43 0.43 0.11

Delay/Veh: 49.1 12.8 12.8 31.7 5.6 5.6 44.4 44.4 43.8 46.5 46.5 43.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 49.1 12.8 12.8 31.7 5.6 5.6 44.4 44.4 43.8 46.5 46.5 43.7

LOS by Move: D B B C A A D D D D D D

HCM2k95thQ: 1 9 9 2 13 13 3 3 2 6 6 1

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

Existing PM Fri Oct 4, 2013 08:53:20 Page 11-1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4008 Mary Ave/El Camino Real (Rte. 82)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 12 Average Delay (sec/veh): 41.5
Optimal Cycle: 77 Level of Service: D

Street Name: Mary Ave El Camino Real Rte 82

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 Include Include

Min. Green: 7 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

Lanes: 1 0 1 1 0 1 0 1 0 3 0 1 1 0 3 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM

Base Vol: 98 207 83 259 701 179 219 1364 183 194 917 140

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 98 207 83 259 701 179 219 1364 183 194 917 140

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHE Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

PHF Volume: 107 227 91 284 768 196 240 1494 200 212 1004 153

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 107 227 91 284 768 196 240 1494 200 212 1004 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: 107 227 91 284 768 196 240 1494 200 212 1004 153

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.98 0.95 0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 1.41 0.59 1.00 1.58 0.42 1.00 3.00 1.00 1.00 3.00 1.00

Final Sat.: 1750 2640 1059 1750 2947 752 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:

Vol/Sat: 0.06 0.09 0.09 0.16 0.26 0.26 0.14 0.26 0.11 0.12 0.18 0.09

Crit Moves: ****

Green Time: 9.4 17.1 17.1 32.2 39.9 39.9 25.7 40.1 40.1 18.6 33.0 33.0

Volume/Cap: 0.78 0.60 0.60 0.60 0.78 0.78 0.64 0.78 0.34 0.78 0.64 0.32

Delay/Veh: 79.2 50.3 50.3 40.5 39.5 39.5 46.7 38.2 30.4 62.6 39.2 34.9

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 79.2 50.3 50.3 40.5 39.5 39.5 46.7 38.2 30.4 62.6 39.2 34.9

LOS by Move: E- D D D D D D D D C E D

HCM2k95thQ: 12 12 12 19 31 31 18 31 12 16 20 9

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

Appendix D

Approved But Not Yet Built Projects Trip Generation

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Trip Generation for Approved But Not Yet Built Projects

Project				Size		Daily Trip Rate	Daily Trips	AM Peak Hour			PM Peak Hour		
								Peak Hour Volume	In	Out	Peak Hour Volume	In	Out
1.	1010 Sunnyvale-Saratoga Rd	Drug Store	14,673	SF	96.91	1,422	51	27	24	145	75	70	
2.	1165 E Arques Ave	Fitness Center	45,000	SF	32.93	1,482	63	32	31	159	91	68	
3.	1356 S Mary Ave ¹	Grocery Store	22,540	SF	-	1,871	58	36	22	140	71	69	
4.	151 W Washington Ave	Restaurant w/Bar	5,000	SF	127.15	636	54	30	24	49	29	20	
5.	182 S Murphy Ave	Bar/Nightclub	7,000	SF	-	-	79	52	27	108	73	35	
6.	301 - 401 Old San Francisco Rd	Medical Clinic	120,000	SF	13.22	1,586	114	72	42	112	43	69	
7.	550 W El Camino Real ²	Fast Food Restaurant	4,400	SF	496.12	2,183	73	37	36	146	76	70	
8.	562 Britton Ave ³	Modular School Buildings	2	Units	-	-	47	29	18	-	-	-	
9.	590 Old San Francisco Rd	Commercial	7,200	SF	42.70	307	7	4	3	27	13	14	
10.	696 W El Camino Real	Commercial	9,836	SF	42.70	420	9	6	3	36	17	19	
11.	923 W El Camino Real	Commercial	3,901	SF	42.70	167	4	2	2	14	7	7	
12.	927 E Arques Ave	Commercial	12,000	SF	42.70	512	12	7	5	45	22	23	
13.	1000 Enterprise Way	Industrial (Moffett Towers)	2,178,000	SF	8.11	17,664	2,657	2,205	452	2,330	350	1,980	
14.	1020 Kifer Rd	Industrial	155,000	SF	6.97	1,080	143	126	17	150	18	132	
15.	1080 Innovation Way	Reuse of Onizuka Air Force Station											
		1.03 Acres Emergency Services	124	Units	6.65	825	63	13	50	77	50	27	
		4.41 Acres VA with Expansion	56,405	SF	11.03	622	88	77	11	84	14	70	
		9.56 Acres Educational Use	4,000	Students	1.71	6,840	680	530	150	680	218	462	
		4.60 Acres Moffett Park Industrial	160,300	SF	11.03	1,768	250	220	30	239	41	198	
16.	1100 Enterprise Way	Industrial (Moffett Park)	125,000	SF	11.03	1,379	195	172	23	186	32	154	
17.	111 Java Dr	Industrial	387,196	SF	8.11	3,140	472	392	80	414	62	352	
18.	1111 Lockheed Martin Way	Industrial	2,430,000	SF	11.42	27,751	4,155	3,698	457	3,596	503	3,093	
19.	1152 Bordeaux (155 Moffett Park Dr)	Industrial	1,800,000	SF	11.03	19,854	2,808	2,471	337	2,682	456	2,226	
20.	307 - 309 N Pastoria Ave	Industrial	71,715	SF	11.03	791	112	99	13	107	18	89	
21.	495 E Java Dr	Industrial	120,996	SF	8.11	981	148	123	25	129	19	110	
22.	495 Java Dr	Industrial	1,375,978	SF	8.11	11,159	1,679	1,394	285	1,472	221	1,251	
23.	505 - 599 N Mathilda Ave	Industrial	501,793	SF	-	4,304	631	565	66	504	65	491	
24.	549 Baltic Way	Industrial (NETAPP)	483,326	SF	8.11	3,920	590	490	100	517	78	439	
25.	580 N Mary Ave ⁴	Industrial	124,095	SF	-	-	-	-	-	-	-	-	
26.	589 W Java Dr	Industrial (Yahoo!)	315,000	SF	11.03	3,474	491	432	59	469	80	389	
27.	600 W California Ave ⁵	Industrial	106,617	SF	-	1,114	147	129	18	148	25	123	
28.	815 Eleventh Ave	Industrial	200,000	SF	11.03	2,206	312	275	37	298	51	247	
29.	1050 Helen Ave		8,900	SF	42.70	380	9	6	3	33	16	17	
			40	DU	4.18	167	14	3	11	15	9	6	
30.	2502 Town Center Ln	Mixed Use											
		Commercial	1,000,000	SF	42.70	42,700	960	595	365	3,710	1,781	1,929	
		Office	275,000	SF	11.03	3,033	429	378	51	410	70	340	
		Residential	292	DU	4.18	1,221	99	19	80	111	69	42	
		Movie Theater	16	Screens	-	-	-	-	-	324	130	194	
		Hotel	200	Rooms	8.92	1,784	134	78	56	140	69	71	
31.	311 Capella Way	Mixed Use											
		Commercial	34,575	SF	42.70	1,476	33	20	13	128	61	67	
		Residential	280	DU	4.18	1,170	95	18	77	106	66	40	
32.	660 W El Camino Real	Mixed Use											
		Hotel	145	Rooms	8.92	1,293	97	56	41	102	50	52	
		Residential	103	DU	4.18	431	35	7	28	39	24	15	
33.	704 Town and Country	Mixed Use											
		Commercial	8,131	SF	42.70	347	8	5	3	30	14	16	
		Residential	133	DU	6.65	884	68	14	54	82	53	29	
34.	1044 E Duane Ave	Residential - Condominiums	132	DU	5.81	767	58	10	48	69	46	23	
35.	1060 Morse Ave	Residential - Townhouses	17	DU	5.81	99	7	1	6	9	6	3	
36.	1101 N Fair Oaks Ave	Residential	97	DU	5.81	564	43	7	36	50	34	16	
37.	1175 Willow Ave	Residential - Townhouses	15	DU	5.81	87	7	1	6	8	5	3	
38.	127 W California Ave	Residential - Townhouses	5	DU	5.81	29	2	0	2	3	2	1	
39.	1330 Sunnyvale-Saratoga Ave	Residential - Single Family	14	DU	9.52	133	11	3	8	14	9	5	
40.	388 - 394 E Evelyn Ave	Residential - Apartments	67	DU	6.65	446	34	7	27	42	27	15	
41.	425 N Fair Oaks Ave	Residential - Townhouses	8	DU	5.81	46	4	1	3	4	3	1	
42.	457 - 475 E Evelyn Ave	Residential - Apartments	117	DU	6.65	778	60	12	48	73	47	26	
43.	470 Persian Dr	Residential - Condominiums	47	DU	5.81	273	21	4	17	24	16	8	
44.	585 Old San Francisco Rd	Residential - Townhouses	6	DU	5.81	35	3	1	2	3	2	1	
45.	620 E Maude Ave	Residential - Affordable Housing	121	DU	5.81	703	53	9	44	63	42	21	
46.	628 E Taylor Ave	Residential - Townhouses	10	DU	5.81	58	4	1	3	5	3	2	
47.	636 W Fremont Ave	Residential - Single Family	18	DU	9.52	171	14	4	10	18	11	7	
48.	700 Timberpine Ave	Residential - Single Family	51	DU	9.52	486	38	10	28	51	32	19	
49.	955 Stewart Dr	Residential - Apartments	186	DU	6.65	1,237	95	19	76	115	75	40	
50.	962 E Duane Ave	Residential - Condominiums	242	DU	5.81	1,406	106	18	88	126	84	42	
51.	963 S Wolfe Rd	Residential - Townhouses	6	DU	5.81	35	3	1	2	3	2	1	
52.	975 Stewart Dr	Residential - Apartments	57	DU	6.65	379	29	6	23	35	23	12	
Total Approved Projects						182,076	18,765	15,059	3,706	21,008	5,699	15,361	

Notes:

1. Trip generation obtained from City of Sunnyvale Planning Commission Report, 1/12/05
2. Trip generation obtained from City of Sunnyvale Planning Commission Report, 6/25/11
3. Trip generation obtained from City of Sunnyvale Planning Commission Report, 5/30/11
4. Per City of Sunnyvale Planning Commission Report, 2/7/12, a traffic analysis was not required for this project as generated trips are expected to be less than existing use
5. Trip generation obtained from City of Sunnyvale Planning Commission Report, 10/30/12
6. All other trip generation values were estimated from information found on the City of Sunnyvale July 2013 Development Update spreadsheet and ITE trip generation rates

Appendix D

Approved But Not Yet

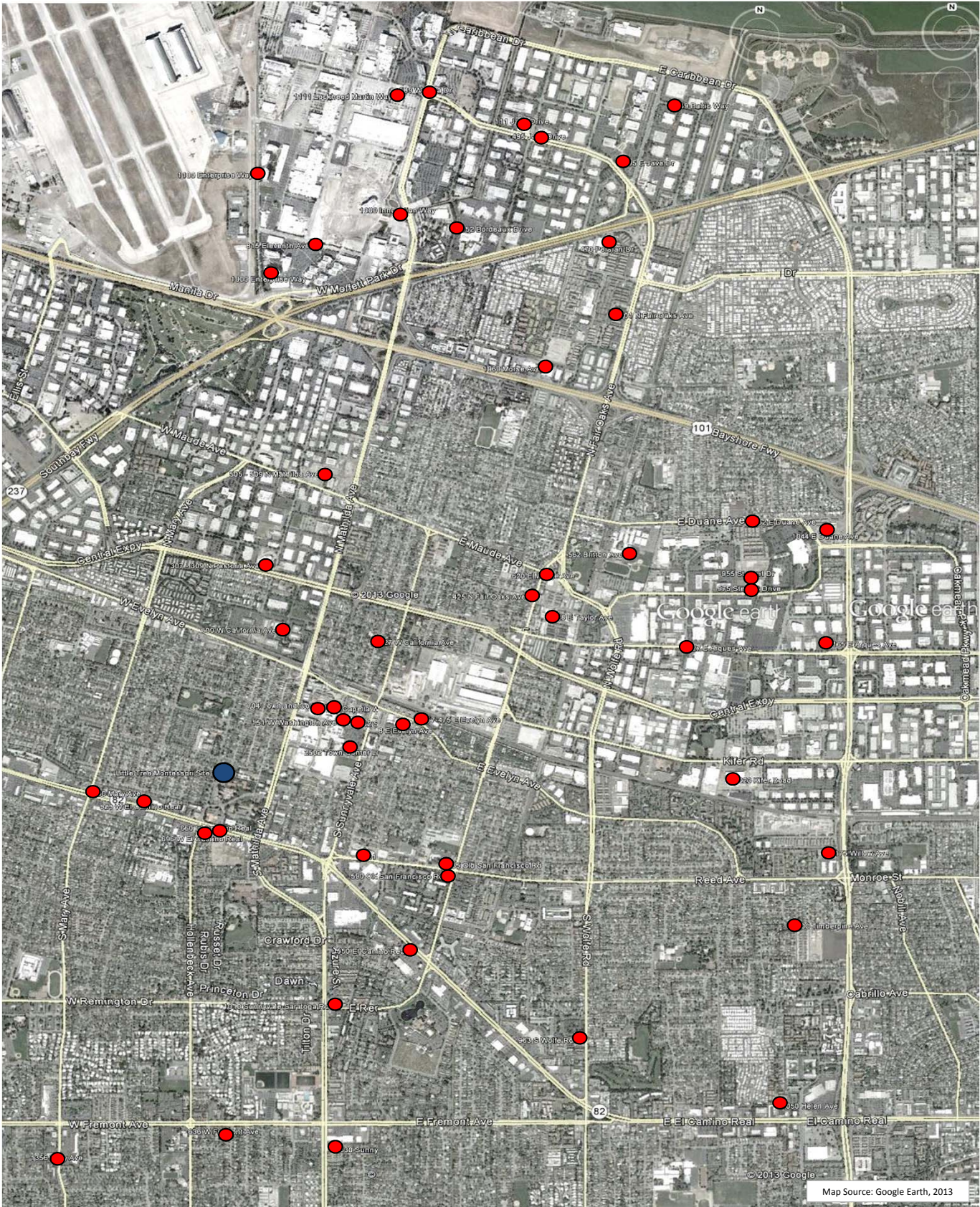
Built Projects Trip Generation

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Appendix E

Approved But Not Yet Built Projects Location Map

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LEGEND

Project Location



Approved Project Location



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Appendix F

Background No Project Intersection Level of Service Worksheets

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Background AM Fri Oct 4, 2013 09:21:08 Page 7-1

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 1.3 Worst Case Level of Service: B [14.6]

Street Name: Pastoria Ave Sutter Ave

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

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

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45

Base Vol: 9 258 28 11 178 3 18 0 21 2 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

Initial Bse: 9 258 28 11 178 3 18 0 21 2 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

App Project: 0 8 0 0 4 0 0 0 0 0 0

Initial Fut: 9 266 28 11 182 3 18 0 21 2 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

PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84

PHF Volume: 11 316 33 13 216 4 21 0 25 2 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 11 316 33 13 216 4 21 0 25 2 0 0

Critical Gap Module:

Critical Gp: 4.1 xxxxx 4.1 xxxxx 7.1 6.5 6.2 7.1 xxxxx xxxxx

FollowUpTim: 2.2 xxxxx 2.2 xxxxx 3.5 4.0 3.3 3.5 xxxxx xxxxx

Capacity Module:

Conflict Vol: 248 xxxxx 363 xxxxx 627 656 248 626 xxxxx xxxxx

Potent Cap: 1330 xxxxx 1202 xxxxx 398 386 793 399 xxxxx xxxxx

Move Cap: 1299 xxxxx 1189 xxxxx 383 366 773 376 xxxxx xxxxx

Volume/Cap: 0.01 xxxxx 0.01 xxxxx 0.06 0.00 0.03 0.01 xxxxx xxxxx

Level of Service Module:

2Way95thQ: 0.0 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx

Control Del: 7.8 xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx 14.6 xxxxx xxxxx

LOS by Move: A * * A * * * * * * B * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 526 xxxxx xxxxx xxxxx xxxxx

SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx

Shrd Condel: xxxxx xxxxx xxxxx xxxxx xxxxx 12.5 xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * * * * * B * * * *

ApproachDel: xxxxxx xxxxxx 12.5 14.6 * *

ApproachLOS: * * * B * *

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

Background AM Fri Oct 4, 2013 09:21:08 Page 5-1

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 30 Critical Vol./Cap. (X): 0.308

Loss Time (sec): 6 Average Delay (sec/veh): 5.8

Optimal Cycle: 26 Level of Service: A

Street Name: Pastoria Ave Iowa Ave

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 Permitted Permitted

Rights: Include Include Include Include

Min. Green: 10 10 10 10 10 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM

Base Vol: 18 231 29 50 115 35 7 35 43 28 37 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

Initial Bse: 18 231 29 50 115 35 7 35 43 28 37 6

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

App Project: 0 8 0 0 4 0 0 2 0 0 1

Initial Fut: 18 239 29 50 119 35 7 37 43 28 38 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

PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77

PHF Volume: 23 312 38 65 155 46 9 48 56 37 50 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 23 312 38 65 155 46 9 48 56 37 50 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

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 23 312 38 65 155 46 9 48 56 37 50 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 0.07 0.82 0.11 0.26 0.56 0.18 0.17 0.83 1.00 0.44 0.56 1.00

Final Sat.: 118 1566 190 450 1070 315 298 1576 1750 778 1056 1750

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.20 0.15 0.15 0.15 0.03 0.03 0.03 0.05 0.05 0.00

Crit Moves: **** **** **** **** ****

Green Time: 14.0 14.0 14.0 14.0 14.0 10.0 10.0 10.0 10.0 10.0 10.0

Volume/Cap: 0.43 0.43 0.43 0.31 0.31 0.09 0.09 0.10 0.14 0.14 0.01

Uniform Del: 5.3 5.3 5.3 5.0 5.0 6.9 6.9 6.9 7.0 7.0 6.7

IncrementDel: 0.3 0.3 0.3 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0

IniQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 5.7 5.7 5.7 5.2 5.2 6.9 6.9 7.0 7.1 7.1 6.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 5.7 5.7 5.7 5.2 5.2 6.9 6.9 7.0 7.1 7.1 6.7

LOS by Move: A A A A A A A A A A

HCM2k95thQ: 6 6 4 4 1 1 1 1 0

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

Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real															

Cycle (sec):	110	Critical Vol./Cap.(X):										0.549			
Loss Time (sec):	12	Average Delay (sec/veh):										30.0			
Optimal Cycle:	46	Level of Service:										C			

Street Name:	Hollenbeck Ave-Pastoria Ave	El Camino Real													
Approach:	North Bound	South Bound					East Bound					West Bound			
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:	>>	Control Date: 19 Sep 2013 << 8:00 - 9:00 AM													
Base Vol:	151	301	301	47	163	68	90	661	55	128	1229	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	1.00	1.00	
Initial Bse:	151	301	301	47	163	68	90	661	55	128	1229	62			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
App Project:	2	4	2	1	2	1	2	21	1	2	1	2	1	2	
Initial Fut:	153	305	303	48	165	69	92	682	56	130	1230	64			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
PHF Volume:	156	310	308	49	168	70	94	694	57	132	1251	65			
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	156	310	308	49	168	70	94	694	57	132	1251	65			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MIF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVol:	156	310	308	49	168	70	94	694	57	132	1251	65			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	1.00	0.92	1.00	0.92	1.00	0.92	1.00	0.92	1.00	0.92	1.00	
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	2.00	2.84	0.16				
Final Sat.:	1750	1900	1750	3800	1750	1750	5233	430	3150	5395	281				
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.09	0.16	0.18	0.03	0.04	0.04	0.05	0.13	0.13	0.04	0.23	0.23			
Crit Moves:	*****														
Green Time:	20.6	34.7	34.7	7.0	21.1	21.1	10.5	38.0	38.0	18.3	45.7	45.7			
Volume/Cap:	0.47	0.52	0.56	0.44	0.23	0.21	0.56	0.38	0.38	0.25	0.56	0.56			
Uniform Del:	39.8	30.8	31.3	49.6	37.6	37.4	47.5	27.1	27.1	39.9	24.4	24.4			
IncrementDel:	1.1	0.4	0.6	2.7	0.2	0.3	4.1	0.1	0.1	0.3	0.3	0.3			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0</										

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Level Of Service Computation Report																					
2000 HCM Operations Method (Future Volume Alternative)																					
***** Intersection #4007 Mary Ave/Iowa Ave *****																					
Cycle (sec):	110	Critical Vol./Cap.(X):		0.445																	
Loss Time (sec):	9	Average Delay (sec/veh):		13.7																	
Optimal Cycle:	36	Level Of Service:		B																	

Street Name:	Mary Ave		Iowa Ave																		
Approach:	North Bound	South Bound		East Bound		West Bound															
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R														
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected														
Rights:	Include	Include	Include	Include	Include	Include	Include														
Min. Green:	7 10 10	7 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10														
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0														
Lanes:	1 0 1 1 0	1 0 1 1 0	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1														

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM																					
Base Vol:	20 988	45 18 409	15 36 24	44 66 22	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 1.00																
Initial Bse:	20 988	45 18 409	15 36 24	44 66 22	21																
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0																
App Project:	0 18	0 1 9	1 2 0	0 0 0	0 2																
Initial Fut:	20 1006	45 19 418	16 38 24	44 66 22	23																
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
PHF Adj:	0.83 0.83	0.83 0.83 0.83	0.83 0.83 0.83	0.83 0.83 0.83	0.83 0.83																
PHF Volume:	24 1218	54 23 506	19 46 29	53 80 27	28																
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0																
Reduced Vol:	24 1218	54 23 506	19 46 29	53 80 27	28																
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
FinalVolume:	24 1218	54 23 506	19 46 29	53 80 27	28																

Saturation Flow Module:																					
Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900	1900																
Adjustment:	0.92 1.00	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00																
Lanes:	1.00 1.91	0.09 1.00 1.92	0.08 0.63 0.37	1.00 0.77 0.23	1.00																
Final Sat.:	1750 3624	162 1750 3648	140 1106 699	1750 1339	446 1750																

Capacity Analysis Module:																					
Vol/Sat:	0.01 0.34	0.34 0.01 0.14	0.14 0.04 0.04	0.03 0.06 0.06	0.02																
Crit Moves:	****	****	****	****	****																
Green Time:	27.3 79.8	79.8 7.0 59.5	59.5 14.2 14.2	14.2 14.2 14.2	14.2																
Volume/Cap:	0.06 0.46	0.46 0.21 0.26	0.26 0.32 0.32	0.24 0.46 0.46	0.12																
Uniform Del:	31.5 6.2	6.2 48.9 13.4	13.4 43.5 43.5	43.0 44.4 44.4	42.4																
IncrementDel:	0.1 0.1	0.1 0.9 0.1	0.1 0.8 0.8	0.5 1.5 1.5	0.2																
IniQueueDel:	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0																
Delay Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00																
Delay/Veh:	31.6 6.4	6.4 49.8 13.5	13.5 44.4 44.4	43.6 45.9 45.9	42.7																
User DelAdj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00																
AdjDel/Veh:	31.6 6.4	6.4 49.8 13.5	13.5 44.4 44.4	43.6 45.9 45.9	42.7																
LOS by Move:	C A	A D B B	D D D D	D D D D	D																
HCM2k95thQ:	1 17	2 2 9	9 5 5	4 7 7	2																

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Level Of Service Computation Report																					
2000 HCM Operations Method (Future Volume Alternative)																					
***** Intersection #4008 Mary Ave/El Camino Real (Rte 82) *****																					
Cycle (sec):	115	Critical Vol./Cap.(X):		0.723																	
Loss time (sec):	12	Average Delay (sec/veh):		37.3																	
Optimal Cycle:	65	Level Of Service:		D+																	

Street Name:	Mary Ave		El Camino Real (Rte 82)																		
Approach:	North Bound	South Bound		East Bound		West Bound															
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R														
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected														
Rights:	Include	Include	Include	Include	Include	Include	Include														
Min. Green:	7 10 10	7 10 10	10 10 10	7 10 10	10 10 10	7 10 10	7 10 10														
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0														
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1														

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM																					
Base Vol:	193 702	100 116 300	173 156 595	63 97 1206	192																
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
Initial Bse:	193 702	100 116 300	173 156 595	63 97 1206	192																
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0																
App Project:	4 10 4	2 5 2	4 18 2	2 2 160	4																
Initial Fut:	197 712	104 118 305	175 160 613	65 99 1366	196																
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
PHF Adj:	0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95																
PHF Volume:	207 749	109 124 321	184 168 645	68 104 1436	206																
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0																
Reduced Vol:	207 749	109 124 321	184 168 645	68 104 1436	206																
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00																
FinalVolume:	207 749	109 124 321	184 168 645	68 104 1436	206																

Saturation Flow Module:																					
Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900	1900																
Adjustment:	0.92 1.00	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00																
Lanes:	1.00 1.73	0.27 1.00 1.23	0.77 1.00 3.00	1.00 1.00 3.00	1.00 1.00																
Final Sat.:	1750 3280	479 1750 2341	1343 1750 5700	1750 1750 5700	1750 1750																

Capacity Analysis Module:																					
Vol/Sat:	0.12 0.23	0.23 0.07 0.14	0.14 0.10 0.11	0.04 0.06 0.25	0.12																

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4001 Pastoria Ave/Iowa Ave
*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 6 Average Delay (sec/veh): 12.0
Optimal Cycle: 26 Level of Service: B
*****
Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 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
Lanes: 0 0 1! 0 0 0 1! 0 0 1 0 1 0 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 28 152 26 16 294 16 4 55 38 41 45 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 152 26 16 294 16 4 55 38 41 45 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App Project: 0 4 0 0 8 0 0 1 0 0 2 0
Initial Fut: 28 156 26 16 302 16 4 56 38 41 47 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 33 184 31 19 357 19 5 66 45 48 55 12
Reduced Vol: 0 0 0 0 0 0 0 0 0 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: 33 184 31 19 357 19 5 66 45 48 55 12
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 0.14 0.73 0.13 0.05 0.90 0.05 0.07 0.93 1.00 0.49 0.51 1.00
Final Sat.: 248 1381 230 90 1704 90 126 1763 1750 851 976 1750
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.21 0.21 0.04 0.04 0.03 0.06 0.06 0.01
Crit Moves: ****
Green Time: 73.9 73.9 73.9 73.9 73.9 20.1 20.1 20.1 20.1 20.1 20.1
Volume/Cap: 0.18 0.18 0.18 0.28 0.28 0.19 0.19 0.13 0.28 0.28 0.03
Uniform Del: 3.9 3.9 3.9 4.3 4.3 4.3 33.2 33.2 32.8 33.9 33.9
IncrementDel: 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.4 0.4 0.0
IniQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 4.0 4.0 4.0 4.4 4.4 4.4 33.4 33.4 32.9 34.3 34.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.0 4.0 4.0 4.4 4.4 4.4 33.4 33.4 32.9 34.3 34.3
LOS by Move: A A A A A C- C- C- C- C-
HCM2AvgQ: 2 2 2 4 4 4 2 2 1 3 3 0

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #4002 Pastoria Ave/Sutter Ave
*****
Average Delay (sec/veh): 1.1 Worst Case Level of Service: B[ 14.3]
*****
Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 1! 0 0 0 1! 0 0 0 1! 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 6 193 4 5 344 18 11 1 13 12 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: 6 193 4 5 344 18 11 1 13 12 2 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App Project: 0 4 0 0 8 0 0 0 0 0 0 0
Initial Fut: 6 197 4 5 352 18 11 1 13 12 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 7 222 5 6 397 20 12 1 15 14 2 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 222 5 6 397 20 12 1 15 14 2 5
Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 432 xxxxx xxxxx 232 xxxxx xxxxx 674 678 424 673 686 230
Potent Cap.: 1128 xxxxx xxxxx 1342 xxxxx xxxxx 367 373 628 372 373 815
Move Cap.: 1115 xxxxx xxxxx 1336 xxxxx xxxxx 356 363 619 357 363 811
Volume/Cap: 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx 0.03 0.00 0.02 0.04 0.01 0.01
Level of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.2 xxxxx xxxxx 7.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * A * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 457 xxxxx xxxxx 408 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.2 xxxxx
Shrd Condel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.4 xxxxx xxxxx 14.3 xxxxx
Shared LOS: * * * * * * * * B * B *
ApproachDel: xxxxxx xxxxxx 13.4 14.3
ApproachLOS: *
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
*****
Intersection #4003 Pastoria Ave/Olive Ave
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B
*****
Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 0 0 0 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 33 179 66 22 377 6 5 30 28 152 29 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: 33 179 66 22 377 6 5 30 28 152 29 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App Project: 0 4 0 0 8 2 1 0 0 0 0 0
Initial Fut: 33 183 66 22 385 8 6 30 28 152 29 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 36 198 71 24 416 9 6 32 30 164 31 23
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 198 71 24 416 9 6 32 30 164 31 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 198 71 24 416 9 6 32 30 164 31 23
Saturation Flow Module:
Flow Module: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adjustment: 0.23 1.30 0.47 0.05 0.93 0.02 0.09 0.47 0.44 0.76 0.14 0.10
Lanes: 0.23 1.30 0.47 0.05 0.93 0.02 0.09 0.47 0.44 0.76 0.14 0.10
Final Sat.: 135 771 290 35 620 13 49 246 230 421 80 58
Capacity Analysis Module:
Vol/Sat: 0.26 0.26 0.25 0.67 0.67 0.67 0.13 0.13 0.13 0.39 0.39 0.39
Crit Moves: ****
Delay/Veh: 10.7 10.4 9.9 17.7 17.7 17.7 9.7 9.7 9.7 12.3 12.3 12.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.7 10.4 9.9 17.7 17.7 17.7 9.7 9.7 9.7 12.3 12.3 12.3
LOS by Move: B A C C C A A A B B B
ApproachDel: 10.3 10.3 17.7 17.7 17.7 9.7 9.7 9.7 9.7 12.3 12.3
ApprAdjDel: 10.3 10.3 17.7 17.7 17.7 9.7 9.7 9.7 9.7 12.3 12.3
LOS by Appr: B C A A A A A A B B B
AllWayAvgQ: 0.3 0.3 0.3 1.8 1.8 1.8 0.1 0.1 0.1 0.5 0.5 0.5
*****
Note: Queue reported is the number of cars per lane.
*****

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Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real
*****
Cycle (sec): 120 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 Average Delay (sec/veh): 31.2
Optimal Cycle: 54 Level Of Service: C
*****
Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 7 7 10 10 7 10 10 10 7 10 10
Y+R: 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 1 0 1 0 2 0 1 1 0 2 0 2 1 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 105 145 146 95 343 125 112 1423 160 284 978 77
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 145 146 95 343 125 112 1423 160 284 978 77
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App Project: 1 2 1 2 4 2 1 124 2 4 39 1
Initial Fut: 106 147 147 97 347 127 113 1547 162 288 1017 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 112 155 155 102 366 134 119 1630 171 303 1072 82
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 155 155 102 366 134 119 1630 171 303 1072 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: 112 155 155 102 366 134 119 1630 171 303 1072 82
Saturation Flow Module:
Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.69 0.31 2.00 2.77 0.23
Final Sat.: 1750 1900 1750 1750 3800 1750 1750 5118 536 3150 5262 404
Capacity Analysis Module:
Vol/Sat: 0.06 0.08 0.09 0.06 0.10 0.08 0.07 0.32 0.32 0.10 0.20 0.20
Crit Moves: ****
Green Time: 12.0 18.1 18.1 12.0 18.1 18.1 19.5 59.8 59.8 18.1 58.4 58.4
Volume/Cap: 0.64 0.54 0.59 0.59 0.64 0.51 0.42 0.64 0.64 0.64 0.42 0.42
Uniform Del: 51.9 47.1 47.5 51.7 47.9 46.9 45.1 22.1 22.1 47.9 19.8 19.8
IncrementDel: 7.7 1.0 1.7 5.1 2.4 1.6 1.0 0.5 0.5 2.9 0.1 0.1
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 59.6 48.1 49.2 56.8 50.3 48.5 46.1 22.6 22.6 50.8 19.9 19.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 59.6 48.1 49.2 56.8 50.3 48.5 46.1 22.6 22.6 50.8 19.9 19.9
LOS by Move: E+ D D D D D D C+ B- B-
HCM2kAvgQ: 5 6 7 5 7 5 4 15 15 6 9 9

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Level Of Service Computation Report																					
2000 HCM Operations Method (Future Volume Alternative)																					
Intersection #4005 Mathilda Ave/Iowa Ave																					

Cycle (sec):	150	Critical Vol./Cap. (X):		0.719																	
Loss Time (sec):	12	Average Delay (sec/veh):		17.4																	
Optimal Cycle:	67	Level Of Service:		B																	

Street Name: Mathilda Ave Iowa Ave																					
Approach:	North Bound	South Bound	East Bound	West Bound																	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R										

Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected										
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include										
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10										
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	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	2 0 2 1 0	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1										

Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM																					
Base Vol:	37 775	35 94 2358	19 29 54	65 52 47																	
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
Initial Bse:	37 775	35 94 2358	19 29 54	65 52 47																	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0										
App Project:	0 249	0 2 594	2 1 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0										
Initial Fut:	37 1024	35 96 2952	21 30 54	65 52 48																	
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
PHF Adj:	0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92										
PHF Volume:	40 1113	38 104 3209	23 33 59	71 57 52																	
Reduc Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0										
Reduced Vol:	40 1113	38 104 3209	23 33 59	71 57 52																	
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
FinalVolume:	40 1113	38 104 3209	23 33 59	71 57 52																	

Saturation Flow Module:																					
Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900										
Adjustment:	0.92 1.00	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92										
Lanes:	1.00 3.86	0.14 2.00 2.98	0.02 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
Final Sat.:	1750 7328	250 3150 5656	40 1750 1900	1750 1900 1750	1750 1900 1750	1750 1900 1750	1750 1900 1750	1750 1900 1750	1750 1900 1750	1750 1900 1750	1750 1900 1750										

Capacity Analysis Module:																					
Vol/Sat:	0.02 0.15	0.15 0.03 0.57	0.57 0.02 0.03	0.02 0.04 0.03	0.03 0.03 0.03	0.03 0.03 0.03	0.03 0.03 0.03	0.03 0.03 0.03	0.03 0.03 0.03	0.03 0.03 0.03	0.03 0.03 0.03										
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****										
Green Time:	7.0 91.8	28.2 113 113.0	7.4 10.0 10.0	8.0 10.6 10.6	10.6 10.6 10.6	10.6 10.6 10.6	10.6 10.6 10.6	10.6 10.6 10.6	10.6 10.6 10.6	10.6 10.6 10.6	10.6 10.6 10.6										
Volume/Cap:	0.49 0.25	0.18 0.75 0.75	0.38 0.46 0.34	0.75 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42										
Uniform Del:	69.8 13.3	51.1 10.6 10.6	69.0 67.4 66.8	70.0 66.7 66.8	66.8 66.8 66.8	66.8 66.8 66.8	66.8 66.8 66.8	66.8 66.8 66.8	66.8 66.8 66.8	66.8 66.8 66.8	66.8 66.8 66.8										
IncrementDel:	4.6 0.0	0.0 0.1 0.8	0.8 2.7 2.7	28.6 2.1 2.3	2.3 2.3 2.3	2.3 2.3 2.3	2.3 2.3 2.3	2.3 2.3 2.3	2.3 2.3 2.3	2.3 2.3 2.3	2.3 2.3 2.3										
InitQueueDel:	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0										
Delay Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
Delay/Veh:	74.4 13.4	51.3 11.3 11.3	71.8 70.1 68.5	98.6 68.9 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1										
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 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
AdjDel/Veh:	74.4 13.4	51.3 11.3 11.3	71.8 70.1 68.5	98.6 68.9 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1	69.1 69.1 69.1										
LOS by Move:	E B B	D- B+ B+	E E E	F E F	E E E	E E E	E E E	E E E	E E E	E E E	E E E										
HCMAvgQ:	2 6 6	2 29 29	2 3 2	5 3 3	3 3 3	3 3 3	3 3 3	3 3 3	3 3 3	3 3 3	3 3 3										

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY																					

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Level Of Service Computation Report																					
2000 HCM Operations Method (Future Volume Alternative)																					
Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)																					

Cycle (sec):	140	Critical Vol./Cap. (X):		0.868																	
Loss Time (sec):	12	Average Delay (sec/veh):		45.5																	
Optimal Cycle:	110	Level Of Service:		D																	

Street Name: Mathilda Ave El Camino Real (Rte 82)																					
Approach:	North Bound	South Bound	East Bound	West Bound																	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R										

Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected										
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include										
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10										
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	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 2 1 0	2 0 3 0 1	2 0 2 1 0	2 0 2 1 0	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1	1 0 3 0 1										

Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM																					
Base Vol:	174 368	44 516 1529	387 218 1304	195 78 755	208																
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
Initial Bse:	174 368	44 516 1529	387 218 1304	195 78 755	208																
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0										
App Project:	5 209	1 10 574	10 20 127	4 4 29	20																
Initial Fut:	179 577	45 526 2103	397 238 1431	199 82 784	228																
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
PHF Adj:	0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96										
PHF Volume:	186 601	47 548 2191	414 248 1491	207 85 817	238																
Reduc Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0										
Reduced Vol:	186 601	47 548 2191	414 248 1491	207 85 817	238																
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
FinalVolume:	186 601	47 548 2191	414 248 1491	207 85 817	238																

Saturation Flow Module:																					
Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900										
Adjustment:	0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00	0.92 0.83 1.00										
Lanes:	2.00 2.77	0.23 2.00 3.00	1.00 2.00 2.61	0.39 1.00 3.00	1.00 1.00 3.00	1.00 1.00 3.00	1.00 1.00 3.00	1.00 1.00 3.00	1.00 1.00 3.00	1.00 1.00 3.00	1.00 1.00 3.00										
Final Sat.:	3150 5255	410 3150 5700	1750 3150 4952	689 1750 5700	1750 1750 5700	1750 1750 5700	1750 1750 5700	1750 1750 5700	1750 1750 5700	1750 1750 5700	1750 1750 5700										

Capacity Analysis Module:																					
Vol/Sat:	0.06 0.11	0.11 0.17 0.38	0.24 0.08 0.30	0.30 0.05 0.14	0.14 0.14 0.14	0.14 0.14 0.14	0.14 0.14 0.14	0.14 0.14 0.14	0.14 0.14 0.14	0.14 0.14 0.14	0.14 0.14 0.14										
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****										
Green Time:	9.6 28.4	28.4 43.2 62.0	62.0 20.0 48.6	48.6 7.9 36.4	36.4 36.4 36.4	36.4 36.4 36.4	36.4 36.4 36.4	36.4 36.4 36.4	36.4 36.4 36.4	36.4 36.4 36.4	36.4 36.4 36.4										
Volume/Cap:	0.87 0.56	0.56 0.56 0.87	0.53 0.55 0.87	0.87 0.87 0.55	0.52 0.52 0.52	0.52 0.52 0.52	0.52 0.52 0.52	0.52 0.52 0.52	0.52 0.52 0.52	0.52 0.52 0.52	0.52 0.52 0.52										
Uniform Del:	64.6 50.2	50.2 40.5 35.3	28.4 55.8 42.7	42.7 65.5 44.7	44.3 44.3 44.3	44.3 44.3 44.3	44.3 44.3 44.3	44.3 44.3 44.3	44.3 44.3 44.3	44.3 44.3 44.3	44.3 44.3 44.3										
IncrementDel:	29.1 0.7	0.7 0.8 3.5	0.7 1.5 4.4	4.4 50.9 0.4	0.4 0.4 0.4	0.4 0.4 0.4	0.4 0.4 0.4	0.4 0.4 0.4	0.4 0.4 0.4	0.4 0.4 0.4	0.4 0.4 0.4										
InitQueueDel:	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0										
Delay Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00										
Delay/Veh:	93.7 50.9	50.9 41.3 38.8	29.2 57.3 47.1	47.1 116.5 45.2	45.4 45.4 45.4	45.4 45.4 45.4	45.4 45.4 45.4	45.4 45.4 45.4	45.4 45.4 45.4	45.4 45.4 45.4	45.4 45.4 45.4										
User DelAdj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.																

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

Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)											

Cycle (sec):	140	Critical Vol./Cap.(X):		0.868							
Loss Time (sec):	12	Average Delay (sec/veh):		45.5							
Optimal Cycle:	110	Level Of Service:		D							

Street Name:	Mathilda Ave	El Camino Real (Rte 82)									
Approach:	North Bound	South Bound		East Bound		West Bound					
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	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 2 1 0	2 0 3 0 1	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0

Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM											
Base Vol:	174	368	44	516	1529	387	218	1304	195	78	755 208
Growth Adj:	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00 1.00 1.00
Initial Bse:	174	368	44	516	1529	387	218	1304	195	78	755 208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0 0 0
App Project:	5	209	1	10	574	10	20	127	4	4	29 20
Initial Fut:	179	577	45	526	2103	397	238	1431	199	82	784 228
User Adj:	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96 0.96	0.96	0.96 0.96	0.96	0.96	0.96 0.96	0.96 0.96 0.96
PHF Volume:	186	601	47	548	2191	414	248	1491	207	85	817 238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	186	601	47	548	2191	414	248	1491	207	85	817 238
PCE Adj:	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00 1.00 1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00 1.00 1.00
FinalVolume:	186	601	47	548	2191	414	248	1491	207	85	817 238

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00 0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.61	0.39	1.00	3.00 1.00
Final Sat.:	3150	5255	410	3150	5700	1750	3150	4952	689	1750	5700 1750

Capacity Analysis Module:											
Vol/Sat:	0.06	0.11	0.11	0.17	0.38	0.24	0.08	0.30	0.30	0.05	0.14 0.14
Crit Moves:	9.6	28.4	28.4	43.2	62.0	62.0	20.0	48.6	48.6	7.9	36.4 36.4
Green Time:	0.87	0.56	0.56	0.56	0.87	0.53	0.55	0.87	0.87	0.87	0.55 0.52
Volume/Cap:	64.6	50.2	50.2	40.5	35.3	28.4	55.8	42.7	42.7	65.5	44.7 44.3
Uniform Del:	29.1	0.7	0.7	0.8	3.5	0.7	1.5	4.4	4.4	50.9	0.4 1.1
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0
InitQueueDel:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Delay Adj:	93.7	50.9	50.9	41.3	38.8	29.2	57.3	47.1	47.1	116.5	45.2 45.4
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
AdjDel/Veh:	93.7	50.9	50.9	41.3	38.8	29.2	57.3	47.1	47.1	116.5	45.2 45.4
LOS by Move:	F	D	D	D	D+	C	E+	D	D	F	D D D
LAS by Move:	7	9	9	12	30	14	6	23	23	5	10 9
HCM2kavgQ:											

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

Intersection #4007 Mary Ave/Iowa Ave													

Cycle (sec):	110	Critical Vol./Cap. (X):		0.402									
Loss Time (sec):	9	Average Delay (sec/veh):		12.0									
Optimal Cycle:	36	Level of Service:		B+									

Street Name: Mary Ave Iowa Ave													
Approach: North Bound South Bound East Bound West Bound													
Movement: L - T - R L - T - R L - T - R L - T - R													
----- -----													

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

Intersection #4008 Mary Ave/El Camino Real (Rte 82)																

Cycle (sec):	120	Critical Vol./Cap.(X):		0.816												
Loss Time (sec):	12	Average Delay (sec/veh):		42.1												
Optimal Cycle:	86	Level of Service:		D												

Street Name:	Mary Ave	El Camino Real (Rte 82)														
Approach:	North Bound	South Bound		East Bound		West Bound										
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R									
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected									
Rights:	Include	Include	Include	Include	Include	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:	1	0	1	0	1	0	1	0	3	0	1	1	0	3	0	1

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM																
Base Vol:	98	207	83	259	701	179	219	1364	183	194	917	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	98	207	83	259	701	179	219	1364	183	194	917	140				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
App Project:	2	5	2	4	10	4	2	121	4	4	36	2				
Initial Fut:	100	212	85	263	711	183	221	1485	187	198	953	142				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
PHF Volume:	110	232	93	288	779	200	242	1627	205	217	1044	156				
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	110	232	93	288	779	200	242	1627	205	217	1044	156				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	110	232	93	288	779	200	242	1627	205	217	1044	156				

Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	1.39	0.61	1.00	1.56	0.44	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1750	2648	1062	1750	2970	764	1750	5700	1750	1750	5700	1750				

Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09	0.16	0.26	0.26	0.14	0.29	0.12	0.12	0.18	0.09				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	9.2	16.6	16.6	31.2	38.6	38.6	25.9	42.0	42.0	18.2	34.3	34.3				
Volume/Cap:	0.82	0.63	0.63	0.63	0.82	0.82	0.64	0.82	0.33	0.82	0.64	0.31				
Uniform Del:	54.6	48.8	48.8	39.4	37.4	37.4	42.8	35.5	28.7	49.3	37.5	33.6				
IncrementDel:	30.6	2.6	2.6	2.9	4.4	4.4	3.7	2.7	0.3	17.4	0.9	0.4				
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	85.1	51.4	51.4	42.3	41.9	41.9	46.5	38.2	29.0	66.7	38.3	33.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	85.1	51.4	51.4	42.3	41.9	41.9	46.5	38.2	29.0	66.7	38.3	33.9				
LOS by Move:	F	D	D	D	D	D	D	D	D	C	E	D				
HCM2kAvgQ:	6	7	7	11	19	19	10	20	6	9	11	5				

Appendix G

Background Plus Project Intersection Level of Service Worksheets

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #4001 Pastoria Ave/Iowa Ave
Average Delay (sec/veh): 30 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 6 Average Delay (sec/veh): 6.1
Optimal Cycle: 26 Level Of Service: A
Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 18 231 29 50 115 35 7 35 43 28 37 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: 18 231 29 50 115 35 7 35 43 28 37 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 13 18 23 0 15 0 0 2 16 32 1 0
Initial Fut: 31 249 52 50 130 35 7 37 59 60 38 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 40 325 68 65 170 46 9 48 77 78 50 8
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 40 325 68 65 170 46 9 48 77 78 50 8
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 325 68 65 170 46 9 48 77 78 50 8
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 0.10 0.73 0.17 0.24 0.59 0.17 0.17 0.83 1.00 0.63 0.37 1.00
Final Sat.: 174 1395 291 427 1111 299 298 1576 1750 1105 700 1750
Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.23 0.15 0.15 0.15 0.03 0.03 0.04 0.07 0.07 0.00
Crit Moves: ****
Green Time: 14.0 14.0 14.0 14.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0
Volume/Cap: 0.50 0.50 0.50 0.33 0.33 0.33 0.09 0.09 0.13 0.21 0.21 0.01
Delay/Veh: 6.0 6.0 6.0 5.3 5.3 5.3 6.9 6.9 7.1 7.4 7.4 6.7
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: 6.0 6.0 6.0 5.3 5.3 5.3 6.9 6.9 7.1 7.4 7.4 6.7
LOS by Move: A A A A A A A A A A A A
HCM2k95thQ: 7 7 7 4 4 4 1 1 1 2 2 0

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #4002 Pastoria Ave/Sutter Ave
Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.8]
Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45
Base Vol: 9 258 28 11 178 3 18 0 21 2 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: 9 258 28 11 178 3 18 0 21 2 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 0 32 25 30 29 0 0 0 0 0 25 0 23
Initial Fut: 9 290 53 41 207 3 18 0 21 27 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 11 345 63 49 246 4 21 0 25 32 0 27
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 11 345 63 49 246 4 21 0 25 32 0 27
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTm: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 278 xxxx xxxx 421 xxxx xxxx 785 816 278 771 786 389
Potent Cap.: 1297 xxxx xxxx 1144 xxxx xxxx 312 313 763 320 326 663
Move Cap.: 1266 xxxx xxxx 1131 xxxx xxxx 280 286 744 293 299 656
Volume/Cap: 0.01 xxxx xxxx 0.04 xxxx xxxx 0.08 0.00 0.03 0.11 0.00 0.04
Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Control Del: 7.9 xxxx xxxx 8.3 xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 422 xxxx 393 xxxx
SharedQueue:xxxx xxxx xxxx xxxx xxxx xxxx 0.4 xxxx 0.5 xxxx
Shrd ConDel:xxxx xxxx xxxx xxxx xxxx xxxx 14.6 xxxx 15.8 xxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx * xxxxxx 14.6 * * * * *
ApproachLOS: * * * * * * * * * * * * * * * *
Note: Queue reported is the number of cars per lane.

Traffic 8.0.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4003 Pastoria Ave/Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 0 0 0 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 29 293 92 20 174 1 5 25 58 76 30 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 293 92 20 174 1 5 25 58 76 30 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 0 57 0 54 1 2 0 0 0 0 0 0
Initial Fut: 29 350 92 20 228 2 7 25 58 76 30 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PCE Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 34 413 108 24 269 2 8 29 68 90 35 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 413 108 24 269 2 8 29 68 90 35 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: 34 413 108 24 269 2 8 29 68 90 35 17
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.12 1.49 0.39 0.08 0.91 0.01 0.08 0.28 0.64 0.63 0.25 0.12
Final Sat.: 77 953 259 52 590 5 44 158 367 346 137 64
Capacity Analysis Module:
Vol/Sat: 0.44 0.43 0.42 0.46 0.46 0.46 0.19 0.19 0.19 0.26 0.26 0.26
Crit Moves: ****
Delay/Veh: 12.6 12.2 11.6 12.6 12.6 12.6 9.9 9.9 9.9 11.0 11.0 11.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.6 12.2 11.6 12.6 12.6 12.6 9.9 9.9 9.9 11.0 11.0 11.0
LOS by Move: B B B B B A A A A B B B
ApproachDel: 12.1 12.6 12.6 9.9 11.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 12.1 12.6 12.6 9.9 11.0
LOS by Appr: B B B A A B B
AllWayAvg: 0.7 0.7 0.7 0.8 0.8 0.8 0.2 0.2 0.2 0.3 0.3 0.3

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real

Cycle (sec): 110 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 51 Level Of Service: C

Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include 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: 1 0 1 1 0 1 0 2 0 1 1 0 2 0 2 1 0
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 151 301 301 47 163 68 90 661 55 128 1229 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: 151 301 301 47 163 68 90 661 55 128 1229 62
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 2 12 2 26 7 21 22 21 1 2 163 23
Initial Fut: 153 313 303 73 170 89 112 682 56 130 1392 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PCE Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 156 318 308 74 173 91 114 694 57 132 1416 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 156 318 308 74 173 91 114 694 57 132 1416 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 156 318 308 74 173 91 114 694 57 132 1416 86
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 2.00 2.81 0.19
Final Sat.: 1750 1900 1750 1750 3800 1750 1750 5233 430 3150 5346 326
Capacity Analysis Module:
Vol/Sat: 0.09 0.17 0.18 0.04 0.05 0.05 0.07 0.13 0.13 0.04 0.26 0.26
Crit Moves: ****
Green Time: 19.3 31.5 31.5 7.6 19.7 19.7 11.6 39.8 39.8 19.1 47.3 47.3
Volume/Cap: 0.51 0.59 0.62 0.62 0.25 0.29 0.62 0.37 0.37 0.24 0.62 0.62
Delay/Veh: 42.4 34.5 35.2 59.0 39.0 39.6 53.1 25.9 25.9 39.4 24.8 24.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.4 34.5 35.2 59.0 39.0 39.6 53.1 25.9 25.9 39.4 24.8 24.8
LOS by Move: D C- D+ D+ D- C D C C
HCMk95thQ: 11 18 19 7 5 6 8 12 12 4 22 22

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4005 Mathilda Ave/Iowa Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 12 Average Delay (sec/veh): 14.2
Optimal Cycle: 46 Level Of Service: B

Street Name: Mathilda Ave Iowa 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 Protected Protected Protected
Rights: Include Include Include 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: 1 0 3 1 0 2 0 2 1 0 1 0 1 1 0 1 0 1

Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00 AM
Base Vol: 38 2187 15 34 752 61 47 39 21 20 31 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 2187 15 34 752 61 47 39 21 20 31 31
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 0 588 0 1 179 28 25 0 0 0 5 2
Initial Fut: 38 2775 15 35 931 89 72 39 21 20 36 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHE Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHE Volume: 41 2984 16 38 1001 96 77 42 23 22 39 35
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 2984 16 38 1001 96 77 42 23 22 39 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 41 2984 16 38 1001 96 77 42 23 22 39 35

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 1.00 0.92
Lanes: 1.00 3.98 0.02 2.00 2.72 0.28 1.00 1.26 0.74 1.00 1.00 1.00
Final Sat.: 1750 7556 41 3150 5164 494 1750 2398 1291 1750 1900 1750

Capacity Analysis Module:
Vol/Sat: 0.02 0.39 0.39 0.01 0.19 0.19 0.04 0.02 0.02 0.01 0.02 0.02
Crit Moves: ****
Green Time: 18.8 63.8 63.8 7.0 52.1 52.1 7.2 10.1 10.1 7.1 10.0 10.0
Volume/Cap: 0.12 0.62 0.62 0.17 0.37 0.37 0.62 0.17 0.17 0.17 0.20 0.20
Delay/Veh: 33.9 11.0 11.0 44.1 14.3 14.3 54.2 41.4 41.4 44.4 41.9 41.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.9 11.0 11.0 44.1 14.3 14.3 54.2 41.4 41.4 44.4 41.9 41.9
LOS by Move: C- B+ B+ D B D D D D D D D D
HCM2k95thQ: 2 24 24 1 12 12 5 2 2 2 3 3

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)

Cycle (sec): 145 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): 55.6
Optimal Cycle: 176 Level Of Service: E+

Street Name: Mathilda Ave El Camino Real (Rte 82)
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 Protected
Rights: Include Include Include 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 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00
Base Vol: 342 1647 19 196 344 187 334 522 86 23 1067 308
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 342 1647 19 196 344 187 334 522 86 23 1067 308
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 21 568 2 20 139 20 10 39 12 2 147 10
Initial Fut: 363 2215 21 216 483 207 344 561 98 25 1214 318
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHE Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHE Volume: 403 2461 23 240 537 230 382 623 109 28 1349 353
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 403 2461 23 240 537 230 382 623 109 28 1349 353
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 403 2461 23 240 537 230 382 623 109 28 1349 353

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 1.00 0.92
Lanes: 2.00 2.97 0.03 2.00 3.00 1.00 2.00 2.52 0.48 1.00 3.00 1.00
Final Sat.: 3150 5642 53 3150 5700 1750 3150 4791 837 1750 5700 1750

Capacity Analysis Module:
Vol/Sat: 0.13 0.44 0.44 0.08 0.09 0.13 0.12 0.13 0.13 0.02 0.24 0.20
Crit Moves: ****
Green Time: 38.6 66.7 66.7 11.6 39.7 39.7 18.5 39.9 39.9 14.8 36.2 36.2
Volume/Cap: 0.48 0.95 0.95 0.95 0.34 0.48 0.95 0.47 0.47 0.16 0.95 0.81
Delay/Veh: 45.2 46.1 46.1 109.0 42.4 44.8 94.7 44.0 44.0 59.8 67.1 62.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.2 46.1 46.1 109.0 42.4 44.8 94.7 44.0 44.0 59.8 67.1 62.0
LOS by Move: D D D D F D D F D E+ E E
HCM2k95thQ: 17 62 62 15 12 17 21 16 16 2 37 29

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4007 Mary Ave/Iowa Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 9 Average Delay (sec/veh): 14.3
Optimal Cycle: 36 Level Of Service: B

Street Name: Mary Ave Iowa 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 Protected Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 7 10 10 7 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 20 988 45 18 409 15 36 24 44 66 22 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: 20 988 45 18 409 15 36 24 44 66 22 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 0 18 0 17 9 1 2 0 0 0 0 0 15
Initial Fut: 20 1006 45 35 418 16 38 24 44 66 22 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
PCE Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
PHF Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
PHF Volume: 24 1218 54 42 506 19 46 29 53 80 27 44
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 1218 54 42 506 19 46 29 53 80 27 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 24 1218 54 42 506 19 46 29 53 80 27 44

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 1.00 1.91 0.09 1.00 1.92 0.08 0.63 0.37 1.00 0.77 0.23 1.00
Final Sat.: 1750 3624 162 1750 3648 140 1106 699 1750 1339 446 1750

Capacity Analysis Module:
Vol/Sat: 0.01 0.34 0.34 0.02 0.14 0.14 0.04 0.04 0.03 0.06 0.06 0.02
Crit Moves: ****
Green Time: 27.3 79.8 79.8 7.0 59.5 59.5 14.2 14.2 14.2 14.2 14.2 14.2
Volume/Cap: 0.06 0.46 0.46 0.38 0.26 0.26 0.32 0.32 0.24 0.46 0.46 0.19
Delay/Veh: 31.6 6.4 6.4 51.6 13.5 13.5 44.4 44.4 43.6 45.9 45.9 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
AdjDel/Veh: 31.6 6.4 6.4 51.6 13.5 13.5 44.4 44.4 43.6 45.9 45.9 43.2
LOS by Move: C A A D- B B D D D D D
HCM2k95thQ: 1 17 3 9 9 5 5 4 7 7 3

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4008 Mary Ave/El Camino Real (Rte 82)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 37.4
Optimal Cycle: 65 Level Of Service: D+

Street Name: Mary Ave El Camino Real (Rte 82)
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 Protected
Rights: Include Include Include 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: 1 0 1 1 0 1 0 1 0 1 0 3 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 193 702 100 116 300 173 156 595 63 97 1206 192
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 193 702 100 116 300 173 156 595 63 97 1206 192
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+Project: 4 10 13 2 5 2 4 29 2 12 170 4
Initial Fut: 197 712 113 118 305 175 160 624 65 109 1376 196
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PCE Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 207 749 119 124 321 184 168 656 68 115 1447 206
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 749 119 124 321 184 168 656 68 115 1447 206
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 207 749 119 124 321 184 168 656 68 115 1447 206

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92
Lanes: 1.00 1.71 0.29 1.00 1.23 0.77 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1750 3241 514 1750 2341 1343 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:
Vol/Sat: 0.12 0.23 0.23 0.07 0.14 0.14 0.10 0.12 0.04 0.07 0.25 0.12
Crit Moves: ****
Green Time: 22.1 36.5 36.5 11.2 25.6 25.6 15.2 35.2 35.2 20.1 40.1 40.1
Volume/Cap: 0.62 0.73 0.73 0.73 0.62 0.62 0.73 0.38 0.13 0.38 0.73 0.34
Delay/Veh: 46.0 37.1 37.1 65.0 41.7 41.7 59.0 31.4 28.9 42.7 34.1 28.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.0 37.1 37.1 65.0 41.7 41.7 59.0 31.4 28.9 42.7 34.1 28.0
LOS by Move: D D+ D+ E D D E+ C C D C- C
HCM2k95thQ: 15 26 26 12 17 17 15 12 4 7 26 11

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4001 Pastoria Ave/Iowa Ave
*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 26 Level of Service: B
*****
Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1! 0 0 0 1! 0 0 0 1 0 0 1 0 1 0 0 1
-----
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 28 152 26 16 294 16 4 55 38 41 45 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 152 26 16 294 16 4 55 38 41 45 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ApprProject: 13 13 21 0 16 0 0 1 13 25 2 0
Initial Fut: 41 165 47 16 310 16 4 56 51 66 47 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 48 195 55 19 366 19 5 66 60 78 55 12
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 195 55 19 366 19 5 66 60 78 55 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: 48 195 55 19 366 19 5 66 60 78 55 12
-----
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 0.17 0.63 0.20 0.05 0.90 0.05 0.07 0.93 1.00 0.60 0.40 1.00
Final Sat.: 299 1203 343 88 1709 88 126 1763 1750 1057 753 1750
-----
Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.21 0.21 0.04 0.04 0.03 0.07 0.07 0.07 0.01
Crit Moves: ****
Green Time: 69.9 69.9 69.9 69.9 69.9 24.1 24.1 24.1 24.1 24.1 24.1
Volume/Cap: 0.23 0.23 0.23 0.31 0.31 0.16 0.16 0.14 0.31 0.31 0.03
Uniform Del: 5.4 5.4 5.4 5.8 5.8 30.0 30.0 29.9 31.1 31.1 29.0
IncrementDel: 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.4 0.4 0.0
IniQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 5.5 5.5 5.5 5.9 5.9 30.1 30.1 30.0 31.5 31.5 29.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 5.5 5.5 5.5 5.9 5.9 30.1 30.1 30.0 31.5 31.5 29.1
LOS by Move: A A A A A A C C C C C
HCM2k95thQ: 7 7 7 9 9 9 3 3 3 7 7 1

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #4002 Pastoria Ave/Sutter Ave
*****
Average Delay (sec/veh): 2.1 Worst Case Level of Service: C [ 15.8]
*****
Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 1! 0 0 0 1! 0 0 0 1! 0 0
-----
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 6 193 4 5 344 18 11 1 13 12 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: 6 193 4 5 344 18 11 1 13 12 2 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ApprProject: 0 23 19 23 30 0 0 0 0 21 0 22
Initial Fut: 6 216 23 28 374 18 11 1 13 33 2 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 7 244 26 32 422 20 12 1 15 37 2 29
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 244 26 32 422 20 12 1 15 37 2 29
-----
Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----
Capacity Module:
Conflict Vol: 456 xxxxx xxxxx 275 xxxxx xxxxx 796 798 449 782 795 262
Potential Cap.: 1104 xxxxx xxxxx 1294 xxxxx xxxxx 304 318 608 314 323 782
Move Cap.: 1091 xxxxx xxxxx 1289 xxxxx xxxxx 281 303 599 296 308 778
Volume/Cap: 0.01 xxxxx xxxxx 0.02 xxxxx xxxxx 0.04 0.00 0.02 0.13 0.01 0.04
-----
Level of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.3 xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd Condel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 15.0
ApproachLOS: *
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report															
2000 HCM 4-Way Stop Method (Future Volume Alternative)															
Intersection #4003 Pastoria Ave/Olive Ave															
Cycle (sec):	100	Critical Vol./Cap.(X):								0.748					
Loss Time (sec) :	0	Average Delay (sec/veh) :								16.0					
Optimal Cycle:	0	Level of Service:								C					
Pastoria Ave Olive Ave															
Street Name:	Pastoria Ave	North Bound	South Bound	East Bound	West Bound										
Approach:		L - T - R	L - T - R	L - T - R	L - T - R										
Movement:		-- --	-- --	-- --	-- --										
Control:		Stop Sign	Stop Sign	Stop Sign	Stop Sign										
Rights:		Include	Include	Include	Include										
Min. Green:	0	0	0	0	0										
Lanes:	0 1 0 1 0	0 0 1 0 1	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0										
>> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM															
Volume Module: -- --															
Base Vol:	33	179	66	22	377	6	5	30	28	152	29	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:	33	179	66	22	377	6	5	30	28	152	29	21			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ApprProject:	0	42	0	0	51	2	1	0	0	0	0	0			
Initial Fut:	33	221	66	22	428	8	6	30	28	152	29	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
PHF Volume:	36	239	71	24	462	9	6	32	30	164	31	23			
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	36	239	71	24	462	9	6	32	30	164	31	23			
POCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MFLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	36	239	71	24	462	9	6	32	30	164	31	23			
Saturation Flow Module: -- --															
Saturation:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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:	0.21	1.38	0.41	0.05	0.93	0.02	0.09	0.47	0.44	0.76	0.14	0.10			
Final Sat.:	117	809	250	32	618	12	47	235	220	405	77	56			
Capacity Analysis Module: -- --															
Capacity:	0.30	0.30	0.28	0.75	0.75	0.75	0.14	0.14	0.14	0.41	0.41	0.41			
Vol/Vsat:	0.30	0.30	0.28	0.75	0.75	0.75	0.14	0.14	0.14	0.41	0.41	0.41			
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***			
Delay/Veh:	11.3	11.0	10.5	21.8	21.8	21.8	10.1	10.1	10.1	12.9	12.9	12.9			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	11.3	11.0	10.5	21.8	21.8	21.8	10.1	10.1	10.1	12.9	12.9	12.9			
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B			
ApproachDel:	10.9			21.8			10.1			12.9					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	10.9			21.8			10.1			12.9					
LOS by Appr:	B			C			B			B					
AllWayAvg:	0.4	0.4	0.4	2.5	2.5	2.5	0.1	0.1	0.1	0.5	0.5	0.5			
Note: Queue reported is the number of cars per lane.															

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Appendix H

Cumulative No Project Intersection Level of Service Worksheets

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Cumulative AM Thu Oct 24, 2013 17:57:45 Page 5-1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 30 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 26 Level of Service: A

Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 10 10 10 10 10 10 10 10 10 10 10 10

Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 18 231 29 50 115 35 7 35 43 28 37 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: 18 231 29 50 115 35 7 35 43 28 37 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 2 34 3 6 17 4 1 6 5 3 5 1
Initial Fut: 20 265 32 56 132 39 8 41 48 31 42 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 26 346 42 73 172 51 10 54 63 40 55 9
Reduced Vol: 0 0 0 0 0 0 0 0 0 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: 26 346 42 73 172 51 10 54 63 40 55 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
AdjSat: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92
Lanes: 0.07 0.82 0.11 0.26 0.56 0.18 0.17 0.83 1.00 0.44 0.56 1.00
Final Sat.: 118 1566 189 452 1067 315 306 1568 1750 779 1055 1750

Capacity Analysis Module:
Vol/Sat: 0.22 0.22 0.22 0.16 0.16 0.16 0.03 0.03 0.04 0.05 0.05 0.01
Crit Moves: ****

Green Time: 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0
Volume/Cap: 0.47 0.47 0.47 0.35 0.35 0.35 0.10 0.10 0.11 0.16 0.16 0.02
Delay/Veh: 5.9 5.9 5.9 5.3 5.3 5.3 7.0 7.0 7.0 7.2 7.2 6.7
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: 5.9 5.9 5.9 5.3 5.3 5.3 7.0 7.0 7.0 7.2 7.2 6.7
LOS by Move: A A A A A A A A A A A A
HCM2k95thQ: 7 7 7 4 4 4 1 1 1 1 1 0

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 1.2 Worst Case Level of Service: C [15.7]

Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 0

Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45
Base Vol: 9 258 28 11 178 3 18 0 21 2 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: 9 258 28 11 178 3 18 0 21 2 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 1 37 3 1 24 0 0 0 1 0 0 0
Initial Fut: 10 295 31 12 202 3 18 0 22 2 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: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 12 351 37 14 240 4 21 0 26 2 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 12 351 37 14 240 4 21 0 26 2 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx xxxxx

Capacity Module:
Conflict Vol: 272 xxxxx xxxxx 401 xxxxx xxxxx 691 723 272 692 xxxxx xxxxx
Potential Cap.: 1303 xxxxx xxxxx 1163 xxxxx xxxxx 360 354 769 361 xxxxx xxxxx
Move Cap.: 1273 xxxxx xxxxx 1151 xxxxx xxxxx 346 334 750 339 xxxxx xxxxx
Volume/Cap: 0.01 xxxxx xxxxx 0.01 xxxxx xxxxx 0.06 0.00 0.03 0.01 xxxxx xxxxx

Level of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del: 7.9 xxxxx xxxxx 8.2 xxxxx xxxxx xxxxx xxxxx xxxxx 15.7 xxxxx xxxxx
LOS by Move: A * * A * * A * * C * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 491 xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.1 xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * B * * *
ApproachDel: xxxxxx xxxxxx 13.1
ApproachLOS: * * * * * * * B C

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
*****
Intersection #4003 Pastoria Ave/Olive Ave
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B
*****
Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 29 293 92 20 174 1 5 25 58 76 30 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 293 92 20 174 1 5 25 58 76 30 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 3 41 10 2 24 1 2 1 1 2 1 0
Initial Fut: 32 334 102 22 198 2 7 26 59 78 31 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 38 394 120 26 233 2 8 31 70 92 37 17
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 394 120 26 233 2 8 31 70 92 37 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: 38 394 120 26 233 2 8 31 70 92 37 17
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 1.43 0.43 0.10 0.89 0.01 0.08 0.28 0.64 0.64 0.25 0.11
Final Sat.: 86 921 293 64 574 6 44 164 372 353 140 63
Capacity Analysis Module:
Vol/Sat: 0.44 0.43 0.41 0.41 0.41 0.41 0.19 0.19 0.19 0.26 0.26 0.26
Crit Moves: ****
Delay/Veh: 12.5 12.1 11.4 11.8 11.8 11.8 9.8 9.8 9.8 10.9 10.9 10.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.5 12.1 11.4 11.8 11.8 11.8 9.8 9.8 9.8 10.9 10.9 10.9
LOS by Move: B B B B B B A A A B B B
ApproachDel: 12.0 11.8 9.8
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 12.0 11.8 9.8
LOS by Appr: B B B
AllWayAvg: 0.7 0.7 0.7 0.6 0.6 0.6 0.2 0.2 0.2 0.3 0.3 0.3
*****

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real
*****
Cycle (sec): 110 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: 53 Level Of Service: C
*****
Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 7 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 0 2 1 0 2 0 2 1 0
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 151 301 301 47 163 68 90 661 55 128 1229 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: 151 301 301 47 163 68 90 661 55 128 1229 62
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 19 38 36 6 21 9 11 87 7 15 286 8
Initial Fut: 170 339 337 53 184 77 101 748 62 143 1515 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 173 345 343 54 187 78 103 761 63 145 1541 71
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 173 345 343 54 187 78 103 761 63 145 1541 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 173 345 343 54 187 78 103 761 63 145 1541 71
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 2.00 2.86 0.14
Final Sat.: 1750 1900 1750 1750 3800 1750 1750 5229 433 3150 5428 251
Capacity Analysis Module:
Vol/Sat: 0.10 0.18 0.20 0.03 0.05 0.04 0.06 0.15 0.15 0.05 0.28 0.28
Crit Moves: ****
Green Time: 20.9 33.1 33.1 7.0 19.2 19.2 9.9 40.3 40.3 17.6 48.0 48.0
Volume/Cap: 0.52 0.60 0.65 0.48 0.28 0.26 0.65 0.40 0.40 0.29 0.65 0.65
Delay/Veh: 41.5 33.8 34.9 53.0 39.6 39.7 57.6 26.0 26.0 41.0 25.0 25.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.5 33.8 34.9 53.0 39.6 39.7 57.6 26.0 26.0 41.0 25.0 25.0
LOS by Move: D C- C- D- D- D- E+ C C C
HCM2k95thO: 12 19 21 5 6 5 7 13 13 5 23 23
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4005 Mathilda Ave/Iowa Ave
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 Average Delay (sec/veh): 14.4
Optimal Cycle: 46 Level Of Service: B
*****
Street Name: Mathilda Ave Iowa Ave
Approach: North Bound South Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected
Rights: Include Include Include 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: 1 0 3 1 0 2 0 2 1 0 1 0 1 0 1 0 1 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00 AM
Base Vol: 38 2187 15 34 752 61 47 39 21 20 31 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 2187 15 34 752 61 47 39 21 20 31 31
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 5 850 2 5 269 8 8 5 3 3 4 6
Initial Fut: 43 3037 17 39 1021 69 55 44 24 23 35 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 46 3266 18 42 1098 74 59 47 26 25 38 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 3266 18 42 1098 74 59 47 26 25 38 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 46 3266 18 42 1098 74 59 47 26 25 38 40
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Adj: 0.02 2.00 2.79 0.21 1.00 1.26 0.74 1.00 1.00 1.00 1.00 1.00
Lanes: 1750 7554 42 3150 5310 359 1750 2387 1302 1750 1900 1750
Final Sat.: 1750 7554 42 3150 5310 359 1750 2387 1302 1750 1900 1750
Capacity Analysis Module:
Vol/Sat: 0.03 0.43 0.43 0.01 0.21 0.21 0.03 0.02 0.02 0.01 0.02 0.02
Crit Moves: 18.0 64.0 64.0 7.0 53.0 53.0 7.0 10.0 10.0 7.0 10.0 10.0
Green Time: 0.15 0.68 0.68 0.19 0.39 0.39 0.48 0.20 0.20 0.20 0.20 0.23
Volume/Cap: 34.8 11.8 11.8 44.2 14.0 14.0 47.7 41.6 41.6 44.7 41.8 42.1
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 34.8 11.8 11.8 44.2 14.0 14.0 47.7 41.6 41.6 44.7 41.8 42.1
AdjDel/Veh: 3.28 28.1 13.13 4.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 3
LOS by Move: C- B+ B+ D B B D D D D D D
HCM2k95thO: 3 28 28 1 13 13 4 2 2 2 2 3
*****

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Traffic Impact Analysis
Sunnyvale, CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)
*****
Cycle (sec): 145 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 12 Average Delay (sec/veh): 71.7
Optimal Cycle: 180 Level Of Service: E
*****
Street Name: Mathilda Ave El Camino Real (Rte 82)
Approach: North Bound South Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected
Rights: Include Include Include 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 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00
Base Vol: 342 1647 19 196 344 187 334 522 86 23 1067 308
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 342 1647 19 196 344 187 334 522 86 23 1067 308
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 51 766 4 44 180 42 50 87 12 5 265 47
Initial Fut: 393 2413 23 240 524 229 384 609 98 28 1332 355
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 437 2681 26 267 582 254 427 677 109 31 1480 394
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 437 2681 26 267 582 254 427 677 109 31 1480 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 437 2681 26 267 582 254 427 677 109 31 1480 394
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92
Adj: 2.00 2.97 0.03 2.00 3.00 1.00 2.00 2.55 0.45 1.00 3.00 1.00
Lanes: 3150 5642 54 3150 5700 1750 3150 4852 781 1750 5700 1750
Final Sat.: 3150 5642 54 3150 5700 1750 3150 4852 781 1750 5700 1750
Capacity Analysis Module:
Vol/Sat: 0.14 0.48 0.48 0.08 0.10 0.15 0.14 0.14 0.14 0.02 0.26 0.23
Crit Moves: 38.1 66.2 66.2 11.8 39.9 39.9 18.9 40.9 40.9 14.1 36.2 36.2
Green Time: 0.53 1.04 1.04 1.04 0.37 0.53 1.04 0.49 0.49 0.18 1.04 0.90
Volume/Cap: 46.4 68.9 68.9 134.0 42.6 45.7 118.6 43.7 43.7 60.6 89.7 74.5
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 46.4 68.9 68.9 134.0 42.6 45.7 118.6 43.7 43.7 60.6 89.7 74.5
AdjDel/Veh: 19 76 76 17 13 19 26 18 18 3 44 34
LOS by Move: D E E F D D F D E F E
HCM2k95thO: 19 76 76 17 13 19 26 18 18 3 44 34
*****

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4007 Mary Ave/Iowa Ave
*****
Cycle (sec): 110 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 9 Average Delay (sec/veh): 13.9
Optimal Cycle: 36 Level Of Service: B
*****
Street Name: Mary Ave Iowa 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 Permitted Permitted
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 1 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 20 988 45 18 409 15 36 24 44 66 22 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: 20 988 45 18 409 15 36 24 44 66 22 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 2 117 5 3 50 3 6 3 5 8 3 4
Initial Fut: 22 1105 50 21 459 18 42 27 49 74 25 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: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
PHF Volume: 27 1338 61 25 556 22 51 33 59 90 30 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 1338 61 25 556 22 51 33 59 90 30 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: 27 1338 61 25 556 22 51 33 59 90 30 30
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
AdjStment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 1.00 1.91 0.09 1.00 1.92 0.08 0.63 0.37 1.00 0.76 0.24 1.00
Final Sat.: 1750 3622 164 1750 3645 143 1099 707 1750 1335 451 1750
Capacity Analysis Module:
Vol/Sat: 0.02 0.37 0.37 0.01 0.15 0.15 0.05 0.05 0.03 0.07 0.07 0.02
Crit Moves: 25.5 79.5 79.5 7.0 61.1 61.1 14.5 14.5 14.5 14.5 14.5 14.5
Green Time: 0.07 0.51 0.51 0.23 0.27 0.27 0.35 0.35 0.26 0.51 0.51 0.13
Volume/Cap: 6.8 50.0 12.9 12.9 44.4 44.4 43.5 46.4 46.4 42.5 42.5 42.5
Delay/Veh: 33.0 6.8 6.8 50.0 12.9 12.9 44.4 44.4 43.5 46.4 46.4 42.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.0 6.8 6.8 50.0 12.9 12.9 44.4 44.4 43.5 46.4 46.4 42.5
LOS by Move: C- A A D B B D D D D D D D
HCM2k95thO: 2 19 19 2 10 10 6 6 4 8 8 2
*****

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Little Tree Montessori School
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4008 Mary Ave/El Camino Real (Rte 82)
*****
Cycle (sec): 115 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): 39.3
Optimal Cycle: 78 Level Of Service: D
*****
Street Name: Mary Ave El Camino Real (Rte 82)
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 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: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1 1
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 193 702 100 116 300 173 156 595 63 97 1206 192
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 193 702 100 116 300 173 156 595 63 97 1206 192
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 23 80 14 14 35 19 20 78 8 12 281 23
Initial Fut: 216 782 114 130 335 192 176 673 71 109 1487 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 227 822 120 137 352 202 185 708 75 115 1564 226
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 227 822 120 137 352 202 185 708 75 115 1564 226
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 227 822 120 137 352 202 185 708 75 115 1564 226
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
AdjStment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 1.00 1.73 0.27 1.00 1.23 0.77 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1750 3281 478 1750 2342 1343 1750 5700 1750 1750 5700 1750
Capacity Analysis Module:
Vol/Sat: 0.13 0.25 0.25 0.08 0.15 0.15 0.11 0.12 0.04 0.07 0.27 0.13
Crit Moves: 22.1 36.4 36.4 11.4 25.6 25.6 15.4 36.2 36.2 19.1 39.9 39.9
Green Time: 0.67 0.79 0.79 0.79 0.67 0.67 0.79 0.39 0.14 0.39 0.79 0.37
Volume/Cap: 48.4 39.5 39.5 72.2 43.1 43.1 64.8 31.0 28.3 43.7 36.1 28.6
Delay/Veh: 48.4 39.5 39.5 72.2 43.1 43.1 64.8 31.0 28.3 43.7 36.1 28.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.4 39.5 39.5 72.2 43.1 43.1 64.8 31.0 28.3 43.7 36.1 28.6
LOS by Move: D D D D E D D E C D D C
HCM2k95thO: 17 30 30 14 19 19 17 13 4 7 29 12
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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 6 Average Delay (sec/veh): 12.4
Optimal Cycle: 26 Level Of Service: B

Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 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
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 28 152 26 16 294 16 4 55 38 41 45 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 152 26 16 294 16 4 55 38 41 45 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 3 22 3 2 42 2 0 7 4 5 7 1
Initial Fut: 31 174 29 18 336 18 4 62 42 46 52 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 37 205 34 21 397 21 5 73 50 54 61 13
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 37 205 34 21 397 21 5 73 50 54 61 13
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 37 205 34 21 397 21 5 73 50 54 61 13

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
AdjSat: 0.82 0.89 0.96 0.89 0.90 0.98 0.73 0.75 0.83 0.76
Lanes: 0.14 0.73 0.13 0.05 0.90 0.05 0.07 0.93 1.00 0.49 0.51 1.00
Final Sat.: 219 1231 205 88 1641 88 112 1737 1381 704 796 1453

Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.17 0.24 0.24 0.24 0.04 0.04 0.08 0.08 0.01
Crit Moves: *****
Green Time: 71.3 71.3 71.3 71.3 22.7 22.7 22.7 22.7 22.7 22.7 22.7
Volume/Cap: 0.23 0.23 0.23 0.34 0.34 0.34 0.19 0.19 0.16 0.34 0.34 0.04
Delay/Veh: 5.1 5.1 5.1 5.6 5.6 5.6 31.4 31.4 31.2 32.9 32.9 30.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 5.1 5.1 5.1 5.6 5.6 5.6 31.4 31.4 31.2 32.9 32.9 30.2
LOS by Move: A A A A A A C C C C- C- C
HCM2k95thQ: 6 6 6 10 10 10 4 4 3 6 6 1

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C [15.4]

Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 6 193 4 5 344 18 11 1 13 12 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: 6 193 4 5 344 18 11 1 13 12 2 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 1 27 0 1 48 2 0 0 0 0 0 0
Initial Fut: 7 220 4 6 392 20 11 1 13 12 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 8 248 5 7 442 23 12 1 15 14 2 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 8 248 5 7 442 23 12 1 15 14 2 5

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 479 xxxx xxxx 258 xxxx xxxx 751 755 471 750 764 256
Potential Cap.: 1083 xxxx xxxx 1313 xxxx xxxx 326 337 591 330 336 788
Move Cap.: 1071 xxxx xxxx 1307 xxxx xxxx 315 327 583 316 327 785
Volume/Cap: 0.01 xxxx xxxx 0.01 xxxx xxxx 0.04 0.00 0.03 0.04 0.01 0.01

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx
Control Del: 8.4 xxxx xxxx 7.8 xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: A * * A * * A * * A * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 415 xxxx xxxx 366 xxxx
SharedQueue:xxxx xxxx xxxx xxxx xxxx xxxx 0.2 xxxx xxxx 0.2 xxxx
Shrd ConDel:xxxx xxxx xxxx xxxx xxxx xxxx 14.3 xxxx xxxx 15.4 xxxx
Shared LOS: * * * * * * * B * * C *
ApproachDel: xxxxxx xxxxxx 14.3
ApproachLOS: * * * * * B C

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

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Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4003 Pastoria Ave/Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 Average Delay (sec/veh): 16.4
Optimal Cycle: 0 Level of Service: C

Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 33 179 66 22 377 6 5 30 28 152 29 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: 33 179 66 22 377 6 5 30 28 152 29 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 4 25 8 3 52 3 1 1 1 4 1 1
Initial Fut: 37 204 74 25 429 9 6 31 29 156 30 22
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 40 220 80 27 463 10 6 33 31 168 32 24
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 220 80 27 463 10 6 33 31 168 32 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 220 80 27 463 10 6 33 31 168 32 24
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.23 1.30 0.47 0.05 0.93 0.02 0.09 0.47 0.44 0.75 0.14 0.11
Final Sat.: 132 751 284 35 609 13 46 235 220 403 77 57
Capacity Analysis Module:
Vol/Sat: 0.30 0.29 0.28 0.76 0.76 0.76 0.14 0.14 0.14 0.42 0.42 0.42
Crit Moves: ****
Delay/Veh: 11.3 11.0 10.5 22.6 22.6 22.6 10.1 10.1 10.1 13.1 13.1 13.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.3 11.0 10.5 22.6 22.6 22.6 10.1 10.1 10.1 13.1 13.1 13.1
LOS by Move: B B C C C B B B B B B
ApproachDel: 10.9 22.6 10.1 13.1
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 10.9 22.6 10.1 13.1
LOS by Appr: B B C B
AllWayAvg: 0.4 0.4 0.4 2.6 2.6 2.6 0.1 0.1 0.1 0.6 0.6 0.6

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Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 12 Average Delay (sec/veh): 33.9
Optimal Cycle: 65 Level of Service: C-

Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 7 7 10 10 7 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 0 2 0 1 1 0 2 1 0 2 0 2 1 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 105 145 146 95 343 125 112 1423 160 284 978 77
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 145 146 95 343 125 112 1423 160 284 978 77
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 13 19 18 13 44 17 11 249 16 29 125 8
Initial Fut: 118 164 164 108 387 142 123 1672 176 313 1103 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 124 173 173 114 408 150 130 1762 185 330 1162 90
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 124 173 173 114 408 150 130 1762 185 330 1162 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 124 173 173 114 408 150 130 1762 185 330 1162 90
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.92 0.83 0.87 0.99 0.75 0.87 0.98 0.89 0.78 0.98 0.90
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.69 0.31 2.00 2.77 0.23
Final Sat.: 1646 1740 1575 1646 3762 1423 1646 4991 525 2963 5149 397
Capacity Analysis Module:
Vol/Sat: 0.08 0.10 0.11 0.07 0.11 0.11 0.08 0.35 0.35 0.11 0.23 0.23
Crit Moves: ****
Green Time: 12.6 18.8 18.8 11.8 18.1 18.1 20.0 58.8 58.8 18.5 57.3 57.3
Volume/Cap: 0.72 0.63 0.70 0.70 0.72 0.70 0.47 0.72 0.72 0.72 0.47 0.47
Delay/Veh: 65.8 49.8 52.4 65.1 53.1 58.2 46.5 25.1 25.1 53.8 21.3 21.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 65.8 49.8 52.4 65.1 53.1 58.2 46.5 25.1 25.1 53.8 21.3 21.3
LOS by Move: E D D- E D- E+ D C D- C+ C+
HCM2k95tho: 12 13 15 11 16 13 9 31 31 13 18 18

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4005 Mathilda Ave/Iowa Ave
Cycle (sec): 150 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 12 Average Delay (sec/veh): 19.8
Optimal Cycle: 86 Level Of Service: B-
*****
Street Name: Mathilda Ave Iowa Ave
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include 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: 1 0 3 1 0 2 0 2 1 0 1 0 1 0 1 0 1 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM
Base Vol: 37 775 35 94 2358 19 29 54 36 65 52 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 775 35 94 2358 19 29 54 36 65 52 47
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 4 330 4 12 842 4 5 8 5 9 7 8
Initial Fut: 41 1105 39 106 3200 23 34 62 41 74 59 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 45 1201 42 115 3478 25 37 67 45 80 64 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 1201 42 115 3478 25 37 67 45 80 64 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 1201 42 115 3478 25 37 67 45 80 64 60
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
AdjStment: 0.87 0.99 0.91 0.78 0.99 0.91 0.87 0.99 0.77 0.86 0.98 0.75
Lanes: 1.00 3.85 0.15 2.00 2.98 0.02 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1646 7210 254 2963 5594 40 1646 1881 1465 1629 1862 1430
Capacity Analysis Module:
Vol/Sat: 0.03 0.17 0.17 0.04 0.62 0.62 0.02 0.04 0.03 0.05 0.03 0.04
Crit Moves: ****
Green Time: 7.0 93.0 93.0 26.1 112 112.1 7.8 10.0 10.0 8.9 11.1 11.1
Volume/Cap: 0.58 0.27 0.27 0.22 0.83 0.83 0.43 0.54 0.46 0.83 0.46 0.56
Delay/Veh: 80.7 13.0 13.0 53.5 14.2 14.2 72.5 72.3 70.7 112.8 69.1 73.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 80.7 13.0 13.0 53.5 14.2 14.2 72.5 72.3 70.7 112.8 69.1 73.9
LOS by Move: F B B D- B B E E E F E
HCM2k95thO: 5 12 12 5 59 59 4 6 4 12 7 7
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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)
Cycle (sec): 140 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 50.6
Optimal Cycle: 166 Level Of Service: D
*****
Street Name: Mathilda Ave El Camino Real (Rte 82)
Approach: North Bound South Bound West Bound
Movement: L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include 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 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM
Base Vol: 174 368 44 516 1529 387 218 1304 195 78 755 208
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 174 368 44 516 1529 387 218 1304 195 78 755 208
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-Cumul: 23 248 6 64 735 51 43 264 24 12 108 42
Initial Fut: 197 616 50 580 2264 438 261 1568 219 90 863 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 205 642 52 604 2358 456 272 1633 228 94 899 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 642 52 604 2358 456 272 1633 228 94 899 260
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 205 642 52 604 2358 456 272 1633 228 94 899 260
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
AdjStment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92
Lanes: 2.00 2.76 0.24 2.00 3.00 1.00 2.00 2.60 0.40 1.00 3.00 1.00
Final Sat.: 3150 5238 425 3150 5700 1750 3150 4949 691 1750 5700 1750
Capacity Analysis Module:
Vol/Sat: 0.07 0.12 0.12 0.19 0.41 0.26 0.09 0.33 0.33 0.05 0.16 0.15
Crit Moves: ****
Green Time: 9.7 27.7 27.7 43.4 61.4 61.4 20.1 49.0 49.0 8.0 36.8 36.8
Volume/Cap: 0.94 0.62 0.62 0.62 0.94 0.59 0.60 0.94 0.94 0.94 0.60 0.57
Delay/Veh: 110.1 52.4 52.4 42.5 45.9 31.1 58.4 54.1 54.1 137.6 45.8 46.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 110.1 52.4 52.4 42.5 45.9 31.1 58.4 54.1 54.1 137.6 45.8 46.3
LOS by Move: F D- D- D- D- D- D- D- D- D- D- D-
HCM2k95thO: 16 18 18 23 56 28 12 45 45 10 20 19
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Level of Service Computation Report		
2000 HCM Operations Method (Future Volume Alternative)		

Intersection #4007 Mary Ave/Iowa Ave		
Cycle (sec):	110	Critical Vol./Cap.(X): 0.458
Loss Time (sec):	9	Average Delay (sec/veh): 13.1
Optimal Cycle:	36	Level of Service: B

Street Name: Mary Ave		
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
Control:	Protected	Permitted
Rights:	Include	Include
Min. Green:	7 10 10	10 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 0	0 1 0 0

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM		
Base Vol:	12 430 54	27 14 25
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	12 430 54	27 14 25
Added Vol:	0 0 0	0 0 0
App-Cumul:	1 47 5	4 109 4
Initial Fut:	13 477 59	31 1148 31
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92	0.92 0.92 0.92
PHF Volume:	14 520 64	34 1251 34
Reduc Vol:	0 0 0	0 0 0
Reduced Vol:	14 520 64	34 1251 34
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	14 520 64	34 1251 34

Saturation Flow Module:		
Sat/Lane:	1900 1900	1900 1900
Adjustment:	0.87 0.97 0.89	0.88 1.00 0.92
Lanes:	1.00 1.76 0.24	1.00 1.94 0.06
Final Sat:	1646 3262 404	1663 3677 99

Capacity Analysis Module:		
Vol/Sat:	0.01 0.16 0.16	0.02 0.34 0.34
Crit Moves:	7.0 60.5 60.5	24.2 77.6 77.6
Green Time:	0.14 0.29 0.29	0.09 0.48 0.48
Volume/Cap:	49.2 13.3 13.3	34.3 7.3 7.3
Delay/Veh:	1.00 1.00 1.00	1.00 1.00 1.00
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	49.2 13.3 13.3	34.3 7.3 7.3
LOS by Move:	D B B	C A A
HCM2k95thO:	1 10 10	2 18 3

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Little Tree Montessori School Traffic Impact Analysis Sunnyvale, CA		

Level of Service Computation Report		
2000 HCM Operations Method (Future Volume Alternative)		

Intersection #4008 Mary Ave/El Camino Real (Rte 82)		
Cycle (sec):	120	Critical Vol./Cap.(X): 0.884
Loss Time (sec):	12	Average Delay (sec/veh): 45.5
Optimal Cycle:	112	Level of Service: D

Street Name: Mary Ave		
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 0	1 0 1 0

Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM		
Base Vol:	98 207 83	259 701 179
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	98 207 83	259 701 179
Added Vol:	0 0 0	0 0 0
App-Cumul:	11 23 9	27 71 20
Initial Fut:	109 230 92	286 772 199
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	119 252 101	313 846 218
Reduc Vol:	0 0 0	0 0 0
Reduced Vol:	119 252 101	313 846 218
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	119 252 101	313 846 218

Saturation Flow Module:		
Sat/Lane:	1900 1900	1900 1900
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92
Lanes:	1.00 1.39 0.61	1.00 1.56 0.44
Final Sat:	1750 2649 1060	1750 2969 765

Capacity Analysis Module:		
Vol/Sat:	0.07 0.10 0.10	0.18 0.28 0.28
Crit Moves:	9.3 16.6 16.6	31.3 38.7 38.7
Green Time:	0.88 0.69 0.69	0.69 0.88 0.88
Volume/Cap:	99.5 53.1 53.1	44.3 46.6 46.6
Delay/Veh:	1.00 1.00 1.00	1.00 1.00 1.00
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	99.5 53.1 53.1	44.3 46.6 46.6
LOS by Move:	F D- D	D D D
HCM2k95thO:	14 14 14	22 37 37

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Appendix I

Cumulative Plus Project Intersection Level of Service Worksheets

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 30 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 6 Average Delay (sec/veh): 6.4
Optimal Cycle: 26 Level Of Service: A

Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 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
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 18 231 29 50 115 35 7 35 43 28 37 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: 18 231 29 50 115 35 7 35 43 28 37 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-C+Proj: 15 44 26 6 28 4 1 6 21 35 5 1
Initial Fut: 33 275 55 56 143 39 8 41 64 63 42 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 43 359 72 73 187 51 10 54 84 82 55 9
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 359 72 73 187 51 10 54 84 82 55 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: 43 359 72 73 187 51 10 54 84 82 55 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
AdjSat: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 0.10 0.74 0.16 0.25 0.58 0.17 0.17 0.83 1.00 0.62 0.38 1.00
Final Sat.: 169 1410 282 432 1104 301 306 1568 1750 1084 723 1750

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.17 0.17 0.17 0.03 0.03 0.05 0.08 0.08 0.01
Crit Moves: ****
Green Time: 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0
Volume/Cap: 0.55 0.55 0.55 0.36 0.36 0.36 0.10 0.10 0.14 0.23 0.23 0.02
Delay/Veh: 6.5 6.5 6.5 5.4 5.4 5.4 7.0 7.0 7.1 7.4 7.4 6.7
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: 6.5 6.5 6.5 5.4 5.4 5.4 7.0 7.0 7.1 7.4 7.4 6.7
LOS by Move: A A A A A A A A A A A A
HCM2k95thQ: 8 8 5 5 5 1 1 1 2 2 2 0

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C [17.0]

Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45
Base Vol: 9 258 28 11 178 3 18 0 21 2 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: 9 258 28 11 178 3 18 0 21 2 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-C+Proj: 1 61 28 31 49 0 0 0 1 25 0 23
Initial Fut: 10 319 56 42 227 3 18 0 22 27 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 12 379 67 50 270 4 21 0 26 32 0 27
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 12 379 67 50 270 4 21 0 26 32 0 27

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 301 xxxx xxxx 459 xxxx xxxx 850 882 302 836 851 426
Potent Cap.: 1271 xxxx xxxx 1107 xxxx xxxx 282 286 740 289 299 633
Move Cap.: 1241 xxxx xxxx 1095 xxxx xxxx 252 261 722 263 273 626
Volume/Cap: 0.01 xxxx xxxx 0.05 xxxx xxxx 0.08 0.00 0.04 0.12 0.00 0.04

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Control Del: 7.9 xxxx xxxx 8.4 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: A * * A * * A * * A * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 392 xxxx xxxx 359 xxxx
SharedQueue:xxxx xxxx xxxx xxxx xxxx xxxx 0.4 xxxx xxxx 0.6 xxxx
Shrd ConDel:xxxx xxxx xxxx xxxx xxxx xxxx 15.4 xxxx xxxx 17.0 xxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 15.4 17.0
ApproachLOS: * * * * * * * * * * * * * * * *

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

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
*****
Intersection #4003 Pastoria Ave/Olive Ave
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B
*****
Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 7:45 - 8:45 AM
Base Vol: 29 293 92 20 174 1 5 25 58 76 30 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 293 92 20 174 1 5 25 58 76 30 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Appr+C+Proj: 3 90 10 2 74 1 2 1 1 2 1 0
Initial Fut: 32 383 102 22 248 2 7 26 59 78 31 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 38 452 120 26 292 2 8 31 70 92 37 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 452 120 26 292 2 8 31 70 92 37 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: 38 452 120 26 292 2 8 31 70 92 37 17
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.12 1.49 0.39 0.08 0.91 0.01 0.08 0.28 0.64 0.64 0.25 0.11
Final Sat.: 77 939 259 52 581 5 42 156 353 337 134 60
Capacity Analysis Module:
Vol/Sat: 0.49 0.48 0.46 0.50 0.50 0.50 0.20 0.20 0.20 0.27 0.27 0.27
Crit Moves: ****
Delay/Veh: 13.7 13.2 12.5 13.6 13.6 13.6 10.2 10.2 10.2 11.3 11.3 11.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.7 13.2 12.5 13.6 13.6 13.6 10.2 10.2 10.2 11.3 11.3 11.3
LOS by Move: B B B B B B B B B B B B
ApproachDel: 13.1 13.6 13.6 10.2 10.2 10.2 11.3 11.3 11.3 11.3 11.3 11.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 13.1 13.6 13.6 10.2 10.2 10.2 11.3 11.3 11.3 11.3 11.3 11.3
LOS by Appr: B B B B B B B B B B B B
AllWayAvg: 0.9 0.8 0.8 0.9 0.9 0.9 0.2 0.2 0.2 0.3 0.3 0.3
*****

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real
*****
Cycle (sec): 110 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 57 Level Of Service: C
*****
Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 7 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 0 2 0 1 0 2 1 0 2 0 2 1 0
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 151 301 301 47 163 68 90 661 55 128 1229 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: 151 301 301 47 163 68 90 661 55 128 1229 62
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Appr+C+Proj: 19 46 36 31 26 29 31 87 7 15 286 29
Initial Fut: 170 347 337 78 189 97 121 748 62 143 1515 91
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 173 353 343 79 192 99 123 761 63 145 1541 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 173 353 343 79 192 99 123 761 63 145 1541 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 173 353 343 79 192 99 123 761 63 145 1541 93
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 2.00 2.82 0.18
Final Sat.: 1750 1900 1750 1750 3800 1750 1750 5229 433 3150 5351 321
Capacity Analysis Module:
Vol/Sat: 0.10 0.19 0.20 0.05 0.05 0.06 0.07 0.15 0.15 0.05 0.29 0.29
Crit Moves: ****
Green Time: 20.5 32.0 32.0 7.4 18.9 18.9 11.5 40.7 40.7 17.8 47.1 47.1
Volume/Cap: 0.53 0.64 0.67 0.67 0.29 0.33 0.67 0.39 0.39 0.29 0.67 0.67
Delay/Veh: 42.0 35.2 36.1 64.3 40.0 40.6 56.9 25.6 25.6 40.8 26.0 26.0
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
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.0 35.2 36.1 64.3 40.0 40.6 56.9 25.6 25.6 40.8 26.0 26.0
LOS by Move: D D+ D+ E D D E+ C D C C
HCM2k95thO: 12 20 22 8 6 7 9 13 13 5 24 24
*****

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4005 Mathilda Ave/Iowa Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: 47 Level of Service: B

Street Name: Mathilda Ave Iowa 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 Protected Protected Protected
Rights: Include Include Include 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: 1 0 3 1 0 2 0 2 1 0 1 0 1 0 1 0 1 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00 AM
Base Vol: 38 2187 15 34 752 61 47 39 21 20 31 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 2187 15 34 752 61 47 39 21 20 31 31
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+C+Proj: 5 850 2 5 269 35 31 5 3 3 9 6
Initial Fut: 43 3037 17 39 1021 96 78 44 24 23 40 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 46 3266 18 42 1098 103 84 47 26 25 43 40
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 3266 18 42 1098 103 84 47 26 25 43 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 46 3266 18 42 1098 103 84 47 26 25 43 40
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 1.00 3.98 0.02 2.00 2.72 0.28 1.00 1.26 0.74 1.00 1.00 1.00
Final Sat.: 1750 7554 42 3150 5172 486 1750 2387 1302 1750 1900 1750
Capacity Analysis Module:
Vol/Sat: 0.03 0.43 0.43 0.01 0.21 0.21 0.05 0.02 0.02 0.01 0.02 0.02
Crit Moves: 17.6 63.9 63.9 7.0 53.3 53.3 7.1 10.1 10.1 7.0 10.0 10.0
Green Time: 0.15 0.68 0.68 0.19 0.40 0.40 0.68 0.20 0.20 0.20 0.23 0.23
Volume/Cap: 35.1 11.9 11.9 44.2 13.9 13.9 59.2 41.5 41.5 44.6 42.0 42.1
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 35.1 11.9 11.9 44.2 13.9 13.9 59.2 41.5 41.5 44.6 42.0 42.1
AdjDel/Veh: 3 28 28 1 14 14 6 2 2 2 3 3
LOS by Move: D+ B+ D B B E+ D D D D
HCM2k95thO: 3 28 28 1 14 14 6 2 2 2 3 3

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)

Cycle (sec): 145 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 12 Average Delay (sec/veh): 72.0
Optimal Cycle: 180 Level of Service: E

Street Name: Mathilda Ave El Camino Real (Rte 82)
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 Protected
Rights: Include Include Include 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 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 8:00 - 9:00
Base Vol: 342 1647 19 196 344 187 334 522 86 23 1067 308
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 342 1647 19 196 344 187 334 522 86 23 1067 308
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+C+Proj: 62 766 4 44 180 42 50 102 22 5 275 47
Initial Fut: 404 2413 23 240 524 229 384 624 108 28 1342 355
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 449 2681 26 267 582 254 427 693 120 31 1491 394
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 449 2681 26 267 582 254 427 693 120 31 1491 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 449 2681 26 267 582 254 427 693 120 31 1491 394
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92
Lanes: 2.00 2.97 0.03 2.00 3.00 1.00 2.00 2.53 0.47 1.00 3.00 1.00
Final Sat.: 3150 5642 54 3150 5700 1750 3150 4798 830 1750 5700 1750
Capacity Analysis Module:
Vol/Sat: 0.14 0.48 0.48 0.08 0.10 0.15 0.14 0.14 0.14 0.02 0.26 0.23
Crit Moves: 38.5 66.1 66.1 11.8 39.3 39.3 18.8 41.4 41.4 13.8 36.4 36.4
Green Time: 0.54 1.04 1.04 1.04 0.38 0.54 1.04 0.51 0.51 0.19 1.04 0.90
Volume/Cap: 46.3 69.7 69.7 134.7 43.1 46.3 119.3 43.6 43.6 61.0 90.3 73.5
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 46.3 69.7 69.7 134.7 43.1 46.3 119.3 43.6 43.6 61.0 90.3 73.5
AdjDel/Veh: 19 76 76 17 13 19 26 18 18 3 45 34
LOS by Move: D E E F D D F D E F E
HCM2k95thO: 19 76 76 17 13 19 26 18 18 3 45 34

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Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4007 Mary Ave/Iowa Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
Optimal Cycle: 36 Level of Service: B

Street Name: Mary Ave Iowa 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 Permitted Permitted
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 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 20 988 45 18 409 15 36 24 44 66 22 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: 20 988 45 18 409 15 36 24 44 66 22 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+C+Proj: 2 117 5 19 50 3 6 3 5 8 3 17
Initial Fut: 22 1105 50 37 459 18 42 27 49 74 25 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: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
PHF Volume: 27 1338 61 45 556 22 51 33 59 90 30 46
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 1338 61 45 556 22 51 33 59 90 30 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 1338 61 45 556 22 51 33 59 90 30 46
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 1.00 1.91 0.09 1.00 1.92 0.08 0.63 0.37 1.00 0.76 0.24 1.00
Final Sat.: 1750 3622 164 1750 3645 143 1099 707 1750 1335 451 1750
Capacity Analysis Module:
Vol/Sat: 0.02 0.37 0.37 0.03 0.15 0.15 0.05 0.05 0.03 0.07 0.07 0.03
Crit Moves: 25.5 79.5 79.5 7.0 61.1 61.1 14.5 14.5 14.5 14.5 14.5 14.5
Green Time: 0.07 0.51 0.51 0.40 0.27 0.27 0.35 0.35 0.26 0.51 0.51 0.20
Volume/Cap: 6.8 51.9 12.9 12.9 44.4 44.4 43.5 46.4 46.4 43.0 43.0 43.0
Delay/Veh: 33.0 6.8 6.8 51.9 12.9 12.9 44.4 44.4 43.5 46.4 46.4 43.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.0 6.8 6.8 51.9 12.9 12.9 44.4 44.4 43.5 46.4 46.4 43.0
LOS by Move: C- A A D- B B D D D D D D
HCM2k95thO: 2 19 19 3 10 10 6 6 4 8 8 3

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4008 Mary Ave/El Camino Real (Rte 82)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 12 Average Delay (sec/veh): 39.5
Optimal Cycle: 80 Level of Service: D

Street Name: Mary Ave El Camino Real (Rte 82)
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 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: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 3 0 1 1 0 3 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 8:00 - 9:00 AM
Base Vol: 193 702 100 116 300 173 156 595 63 97 1206 192
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 193 702 100 116 300 173 156 595 63 97 1206 192
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+C+Proj: 23 80 23 14 35 19 20 89 8 22 291 23
Initial Fut: 216 782 123 130 335 192 176 684 71 119 1497 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 227 822 129 137 352 202 185 719 75 125 1574 226
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 227 822 129 137 352 202 185 719 75 125 1574 226
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 227 822 129 137 352 202 185 719 75 125 1574 226
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00
Lanes: 1.00 1.71 0.29 1.00 1.23 0.77 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1750 3246 511 1750 2342 1343 1750 5700 1750 1750 5700 1750
Capacity Analysis Module:
Vol/Sat: 0.13 0.25 0.25 0.08 0.15 0.15 0.11 0.13 0.04 0.07 0.28 0.13
Crit Moves: 22.2 36.6 36.6 11.3 25.7 25.7 15.3 35.2 35.2 19.9 39.9 39.9
Green Time: 0.67 0.80 0.80 0.80 0.67 0.67 0.80 0.41 0.14 0.41 0.80 0.37
Volume/Cap: 48.3 39.6 39.6 73.0 43.0 43.0 65.6 31.8 29.0 43.2 36.2 28.6
Delay/Veh: 48.3 39.6 39.6 73.0 43.0 43.0 65.6 31.8 29.0 43.2 36.2 28.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.3 39.6 39.6 73.0 43.0 43.0 65.6 31.8 29.0 43.2 36.2 28.6
LOS by Move: D D D D E D E C D D C
HCM2k95thO: 17 30 30 14 19 19 17 13 4 8 29 12

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

Intersection #4001 Pastoria Ave/Iowa Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 6 Average Delay (sec/veh): 13.4
Optimal Cycle: 26 Level Of Service: B

Street Name: Pastoria Ave Iowa Ave
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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 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
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 28 152 26 16 294 16 4 55 38 41 45 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 152 26 16 294 16 4 55 38 41 45 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+C+Proj: 16 31 24 2 50 2 0 7 17 30 7 1
Initial Fut: 44 183 50 18 344 18 4 62 55 71 52 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 52 216 59 21 406 21 5 73 65 84 61 13
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 216 59 21 406 21 5 73 65 84 61 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 216 59 21 406 21 5 73 65 84 61 13
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
AdjSat: 0.79 0.86 0.79 0.89 0.96 0.89 0.90 0.98 0.73 0.71 0.78 0.77
Lanes: 0.17 0.64 0.19 0.05 0.90 0.05 0.07 0.93 1.00 0.60 0.40 1.00
Final Sat.: 251 1043 285 86 1642 86 112 1737 1393 808 592 1457
Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.21 0.25 0.25 0.25 0.04 0.04 0.05 0.10 0.10 0.01
Crit Moves: ****
Green Time: 66.2 66.2 66.2 66.2 66.2 66.2 27.8 27.8 27.8 27.8 27.8
Volume/Cap: 0.31 0.31 0.31 0.37 0.37 0.37 0.15 0.15 0.17 0.37 0.37 0.03
Delay/Veh: 7.4 7.4 7.4 7.8 7.8 7.8 27.4 27.4 27.6 29.7 29.7 26.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.4 7.4 7.4 7.8 7.8 7.8 27.4 27.4 27.6 29.7 29.7 26.4
LOS by Move: A A A A A A C C C C C C
HCM2k95thQ: 9 9 9 12 12 12 4 4 4 3 7 1

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

Intersection #4002 Pastoria Ave/Sutter Ave

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C [17.2]

Street Name: Pastoria Ave Sutter Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 6 193 4 5 344 18 11 1 13 12 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: 6 193 4 5 344 18 11 1 13 12 2 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App+C+Proj: 1 46 19 24 70 2 0 0 0 0 0 22
Initial Fut: 7 239 23 29 414 20 11 1 13 33 2 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 8 270 26 33 467 23 12 1 15 37 2 29
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 8 270 26 33 467 23 12 1 15 37 2 29
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 504 xxxx xxxx 301 xxxx xxxx 872 875 496 858 873 288
Potent Cap.: 1061 xxxx xxxx 1266 xxxx xxxx 270 287 572 279 291 756
Move Cap.: 1048 xxxx xxxx 1261 xxxx xxxx 248 273 564 262 276 753
Volume/Cap: 0.01 xxxx xxxx 0.03 xxxx xxxx 0.05 0.00 0.03 0.14 0.01 0.04
Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx xxxx
Control Del: 8.5 xxxx xxxx 7.9 xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: A * * LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 352 xxxx xxxx 364 xxxx
SharedQueue:xxxx xxxx xxxx xxxx xxxx xxxx 0.3 xxxx xxxx 0.7 xxxx
Shrd ConDel:xxxx xxxx xxxx xxxx xxxx xxxx 16.1 xxxx xxxx 17.2 xxxx
Shared LOS: * * * * * C * C *
ApproachDel: xxxxxx xxxxxx 16.1 17.2
ApproachLOS: * * C C

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

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Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4003 Pastoria Ave/Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): 19.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Pastoria Ave Olive Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 33 179 66 22 377 6 5 30 28 152 29 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: 33 179 66 22 377 6 5 30 28 152 29 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Appr+C+Proj: 4 63 8 3 95 3 1 1 1 4 1 1
Initial Fut: 37 242 74 25 472 9 6 31 29 156 30 22
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 40 261 80 27 510 10 6 33 31 168 32 24
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 261 80 27 510 10 6 33 31 168 32 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 261 80 27 510 10 6 33 31 168 32 24
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.21 1.37 0.42 0.05 0.93 0.02 0.09 0.47 0.44 0.75 0.14 0.11
Final Sat.: 117 784 249 32 606 12 45 232 217 393 76 55
Capacity Analysis Module:
Vol/Sat: 0.34 0.33 0.32 0.84 0.84 0.84 0.14 0.14 0.14 0.43 0.43 0.43
Crit Moves: ****
Delay/Veh: 12.0 11.6 11.1 29.6 29.6 29.6 10.5 10.5 10.5 13.6 13.6 13.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.0 11.6 11.1 29.6 29.6 29.6 10.5 10.5 10.5 13.6 13.6 13.6
LOS by Move: B B B D D B B B B B B
ApproachDel: 11.6 29.6
Delay Adj: 1.00 1.00
ApprAdjDel: 11.6 29.6
LOS by Appr: B B B
AllWayAvg: 0.5 0.4 0.4 3.8 3.8 3.8 0.1 0.1 0.1 0.6 0.6 0.6

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4004 Hollenbeck Ave-Pastoria Ave/El Camino Real

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 12 Average Delay (sec/veh): 35.0
Optimal Cycle: 67 Level Of Service: C-

Street Name: Hollenbeck Ave-Pastoria Ave El Camino Real
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 7 7 10 10 7 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 0 2 0 1 1 0 2 1 0 2 0 2 1 0
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 105 145 146 95 343 125 112 1423 160 284 978 77
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 145 146 95 343 125 112 1423 160 284 978 77
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Appr+C+Proj: 13 26 18 34 48 35 26 249 16 29 125 24
Initial Fut: 118 171 164 129 391 160 138 1672 176 313 1103 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 124 180 173 136 412 169 145 1762 185 330 1162 106
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 124 180 173 136 412 169 145 1762 185 330 1162 106
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 124 180 173 136 412 169 145 1762 185 330 1162 106
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.92 0.83 0.87 0.99 0.75 0.87 0.98 0.89 0.78 0.98 0.90
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.69 0.31 2.00 2.73 0.27
Final Sat.: 1646 1744 1579 1646 3762 1423 1646 4991 525 2963 5065 464
Capacity Analysis Module:
Vol/Sat: 0.08 0.10 0.11 0.08 0.11 0.12 0.09 0.35 0.35 0.11 0.23 0.23
Crit Moves: ****
Green Time: 12.4 18.1 18.1 13.7 19.4 19.4 21.2 57.9 57.9 18.3 55.0 55.0
Volume/Cap: 0.73 0.68 0.72 0.72 0.68 0.73 0.50 0.73 0.73 0.73 0.50 0.50
Delay/Veh: 67.2 52.0 53.9 64.4 50.3 59.2 46.0 25.9 25.9 54.6 23.0 23.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 67.2 52.0 53.9 64.4 50.3 59.2 46.0 25.9 25.9 54.6 23.0 23.0
LOS by Move: E D- D- E D C E+ D C D- C
HCM2k95thO: 12 14 15 13 16 15 10 31 31 13 19 19

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4005 Mathilda Ave/Iowa Ave
*****
Cycle (sec): 150 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 12 Average Delay (sec/veh): 20.5
Optimal Cycle: 87 Level Of Service: C+
*****
Street Name: Mathilda Ave Iowa Ave
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include 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: 1 0 3 1 0 2 0 2 1 0 1 0 1 0 1 0 1 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM
Base Vol: 37 775 35 94 2358 19 29 54 36 65 52 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 775 35 94 2358 19 29 54 36 65 52 47
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-C+Proj: 4 330 4 12 842 25 26 8 5 9 11 8
Initial Fut: 41 1105 39 106 3200 44 55 62 41 74 63 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 45 1201 42 115 3478 48 60 67 45 80 68 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 1201 42 115 3478 48 60 67 45 80 68 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 1201 42 115 3478 48 60 67 45 80 68 60
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.99 0.91 0.78 0.99 0.91 0.87 0.99 0.77 0.86 0.98 0.75
Lanes: 1.00 3.85 0.15 2.00 2.96 0.04 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1646 7210 254 2963 5549 76 1646 1881 1465 1629 1862 1430
Capacity Analysis Module:
Vol/Sat: 0.03 0.17 0.17 0.04 0.63 0.63 0.04 0.04 0.03 0.05 0.04 0.04
Crit Moves: ****
Green Time: 7.0 93.1 93.1 26.1 112 112.2 7.8 10.0 10.0 8.8 11.1 11.1
Volume/Cap: 0.58 0.27 0.27 0.22 0.84 0.84 0.70 0.54 0.46 0.84 0.50 0.57
Delay/Veh: 80.7 13.0 13.0 53.5 14.4 14.4 93.1 72.3 70.7 114.5 69.6 74.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 80.7 13.0 13.0 53.5 14.4 14.4 93.1 72.3 70.7 114.5 69.6 74.1
LOS by Move: F B B D- B B F E E E E
HCM2k95thO: 5 12 12 5 60 60 6 6 4 12 7 7
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4006 Mathilda Ave/El Camino Real (Rte 82)
*****
Cycle (sec): 140 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 12 Average Delay (sec/veh): 51.4
Optimal Cycle: 174 Level Of Service: D-
*****
Street Name: Mathilda Ave El Camino Real (Rte 82)
Approach: North Bound South Bound West Bound
Movement: L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include 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 2 1 0 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module: >> Count Date: 14 Nov 2012 << 5:00 - 6:00 PM
Base Vol: 174 368 44 516 1529 387 218 1304 195 78 755 208
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 174 368 44 516 1529 387 218 1304 195 78 755 208
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-C+Proj: 31 248 6 64 735 51 43 276 33 12 116 42
Initial Fut: 205 616 50 580 2264 438 261 1580 228 90 871 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 1.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 214 642 52 604 2358 456 272 1646 238 94 907 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 214 642 52 604 2358 456 272 1646 238 94 907 260
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 214 642 52 604 2358 456 272 1646 238 94 907 260
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes: 2.00 2.76 0.24 2.00 3.00 1.00 2.00 2.59 0.41 1.00 3.00 1.00
Final Sat.: 3150 5238 425 3150 5700 1750 3150 4928 711 1750 5700 1750
Capacity Analysis Module:
Vol/Sat: 0.07 0.12 0.12 0.19 0.41 0.26 0.09 0.33 0.33 0.05 0.16 0.15
Crit Moves: ****
Green Time: 10.0 27.6 27.6 43.3 60.9 60.9 20.1 49.2 49.2 7.9 37.0 37.0
Volume/Cap: 0.95 0.62 0.62 0.62 0.95 0.60 0.60 0.95 0.95 0.95 0.60 0.56
Delay/Veh: 110.9 52.5 52.5 42.6 47.2 31.5 58.5 55.0 55.0 140.3 45.7 46.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 110.9 52.5 52.5 42.6 47.2 31.5 58.5 55.0 55.0 140.3 45.7 46.1
LOS by Move: F D- D- D D C E+ E+ E+ F D D
HCM2k95thO: 16 18 18 24 57 28 12 46 46 10 20 19
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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-----
Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4007 Mary Ave/Iowa Ave
*****
Cycle (sec): 110 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 9 Average Delay (sec/veh): 13.4
Optimal Cycle: 36 Level Of Service: B
*****
Street Name: Mary Ave Iowa 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 Permitted Permitted
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 1 1 0 1 0 1 0 1 0 1 0 1 0 1
-----
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 12 430 54 27 1039 27 14 25 22 51 31 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 430 54 27 1039 27 14 25 22 51 31 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-C+Proj: 1 47 5 17 109 4 3 3 6 4 16
Initial Fut: 13 477 59 44 1148 31 17 28 25 57 35 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 14 520 64 48 1251 34 19 31 27 62 38 39
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 520 64 48 1251 34 19 31 27 62 38 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: 14 520 64 48 1251 34 19 31 27 62 38 39
-----
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.97 0.89 0.88 1.00 0.92 0.80 0.87 0.76 0.71 0.78 0.76
Lanes: 1.00 1.76 0.24 1.00 1.94 0.06 0.40 0.60 1.00 0.64 0.36 1.00
Final Sat.: 1646 3262 404 1663 3677 99 603 993 1436 867 532 1438
-----
Capacity Analysis Module:
Vol/Sat: 0.01 0.16 0.16 0.03 0.34 0.34 0.03 0.03 0.02 0.07 0.07 0.03
Crit Moves: ****
Green Time: 7.0 60.5 60.5 24.2 77.6 77.6 16.4 16.4 16.4 16.4 16.4 16.4
Volume/Cap: 0.14 0.29 0.29 0.13 0.48 0.48 0.21 0.21 0.13 0.48 0.48 0.18
Delay/Veh: 49.2 13.3 13.3 34.6 7.3 7.3 41.6 41.6 40.9 44.7 44.7 41.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.2 13.3 13.3 34.6 7.3 7.3 41.6 41.6 40.9 44.7 44.7 41.4
LOS by Move: D B B C- A A D D 3 2 6 6 2
HCM2k95thO: 1 10 10 3 18 18 3 3 2 6 6 2
*****
```

Little Tree Montessori School
Traffic Impact Analysis
Sunnyvale, CA

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4008 Mary Ave/El Camino Real (Rte_82)
*****
Cycle (sec): 120 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 12 Average Delay (sec/veh): 46.0
Optimal Cycle: 116 Level Of Service: D
*****
Street Name: Mary Ave El Camino Real (Rte 82)
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 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: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1 1 0 3 0 1
-----
Volume Module: >> Count Date: 19 Sep 2013 << 5:00 - 6:00 PM
Base Vol: 98 207 83 259 701 179 219 1364 183 194 917 140
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 207 83 259 701 179 219 1364 183 194 917 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
App-C+Proj: 11 23 16 27 71 20 21 248 20 30 125 14
Initial Fut: 109 230 99 286 772 199 240 1612 203 224 1042 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 119 252 108 313 846 218 263 1766 222 245 1141 169
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 252 108 313 846 218 263 1766 222 245 1141 169
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 119 252 108 313 846 218 263 1766 222 245 1141 169
-----
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 1.00 1.36 0.64 1.00 1.56 0.44 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1750 2590 1115 1750 2969 765 1750 5700 1750 1750 5700 1750
-----
Capacity Analysis Module:
Vol/Sat: 0.07 0.10 0.10 0.18 0.28 0.28 0.15 0.31 0.13 0.14 0.20 0.10
Crit Moves: ****
Green Time: 9.2 16.7 16.7 30.8 38.3 38.3 25.9 41.7 41.7 18.9 34.6 34.6
Volume/Cap: 0.89 0.70 0.70 0.70 0.89 0.89 0.69 0.89 0.37 0.89 0.69 0.33
Delay/Veh: 101.8 53.4 53.4 45.2 47.6 47.6 48.9 42.6 29.7 77.9 39.3 34.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 101.8 53.4 53.4 45.2 47.6 47.6 48.9 42.6 29.7 77.9 39.3 34.0
LOS by Move: F D- D- D D D D C E- D C-
HCM2k95thO: 14 15 15 22 37 37 20 39 13 19 22 10
*****
```

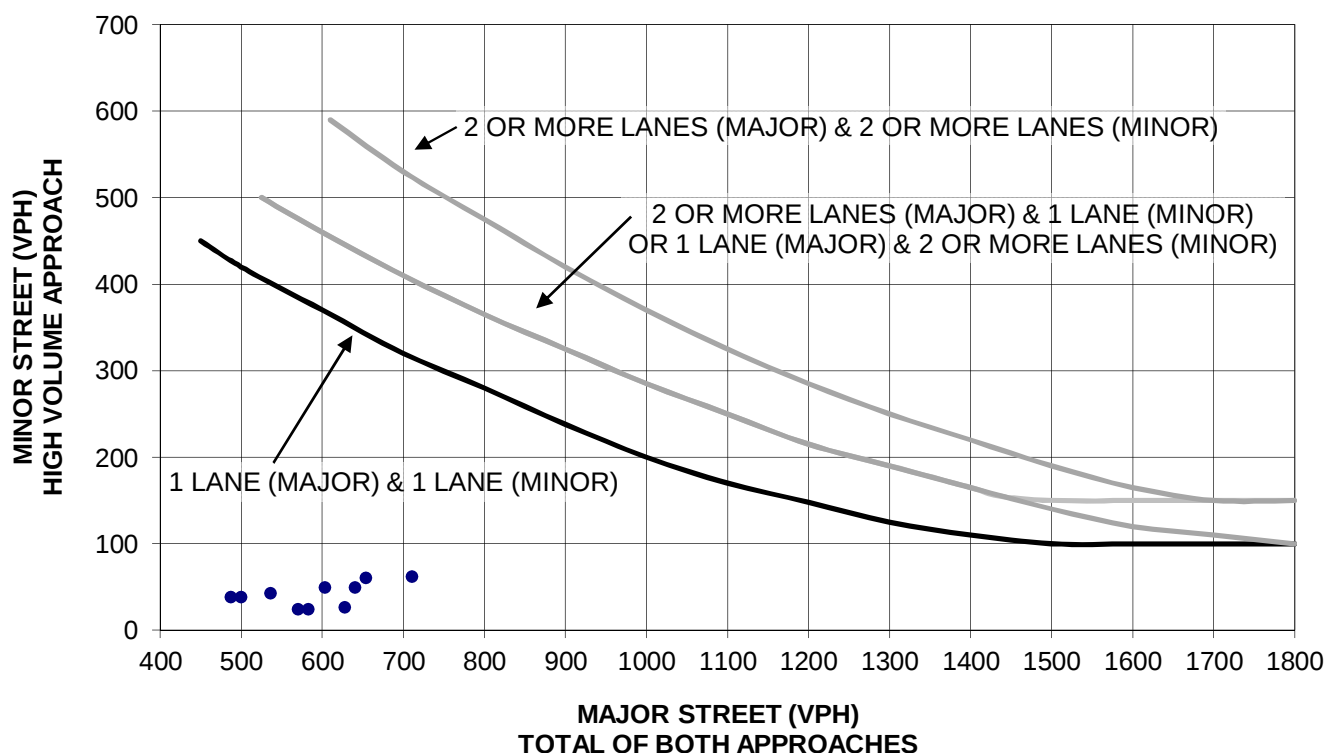
Appendix J

Caltrans Peak Hour Signal Warrants

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Int 2 - Pastoria-Sutter (urban)

CALTRANS PEAK HOUR VOLUME SIGNAL WARRANT (Urban Areas)



Scenario	Major	Minor	Warrant
	North/South	East/West	Met?
A. Exist AM	487	39	No
B. Exist PM	570	25	No
C. Back AM	499	39	No
D. Back PM	582	25	No
E. Back + Proj AM	603	50	No
F. Back + Proj PM	653	61	No
G. Cumulative AM	536	43	No
H. Cumulative PM	627	27	No
I. Cumul + Proj AM	640	50	No
J. Cumul + Proj PM	710	62	No

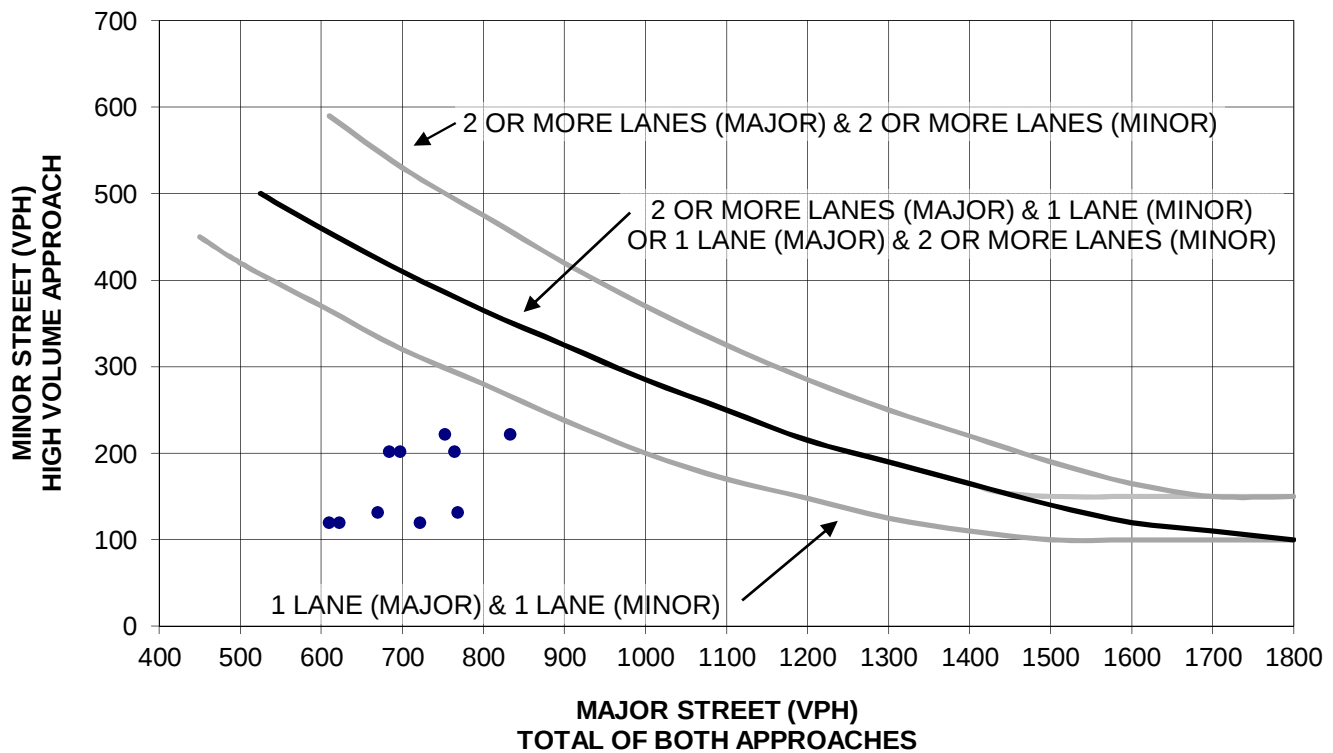
Notes:

1. 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2. Bold line applies to intersection geometry.

Int 3 - Pastoria-Olive (urban)

CALTRANS PEAK HOUR VOLUME SIGNAL WARRANT (Urban Areas)



Scenario	Major	Minor	Warrant
	North/South	East/West	
A. Exist AM	609	120	No
B. Exist PM	683	202	No
C. Back AM	622	120	No
D. Back PM	697	202	No
E. Back + Proj AM	721	120	No
F. Back + Proj PM	764	202	No
G. Cumulative AM	669	132	No
H. Cumulative PM	752	222	No
I. Cumul + Proj AM	768	132	No
J. Cumul + Proj PM	833	222	No

Notes:

1. 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2. Bold line applies to intersection geometry.