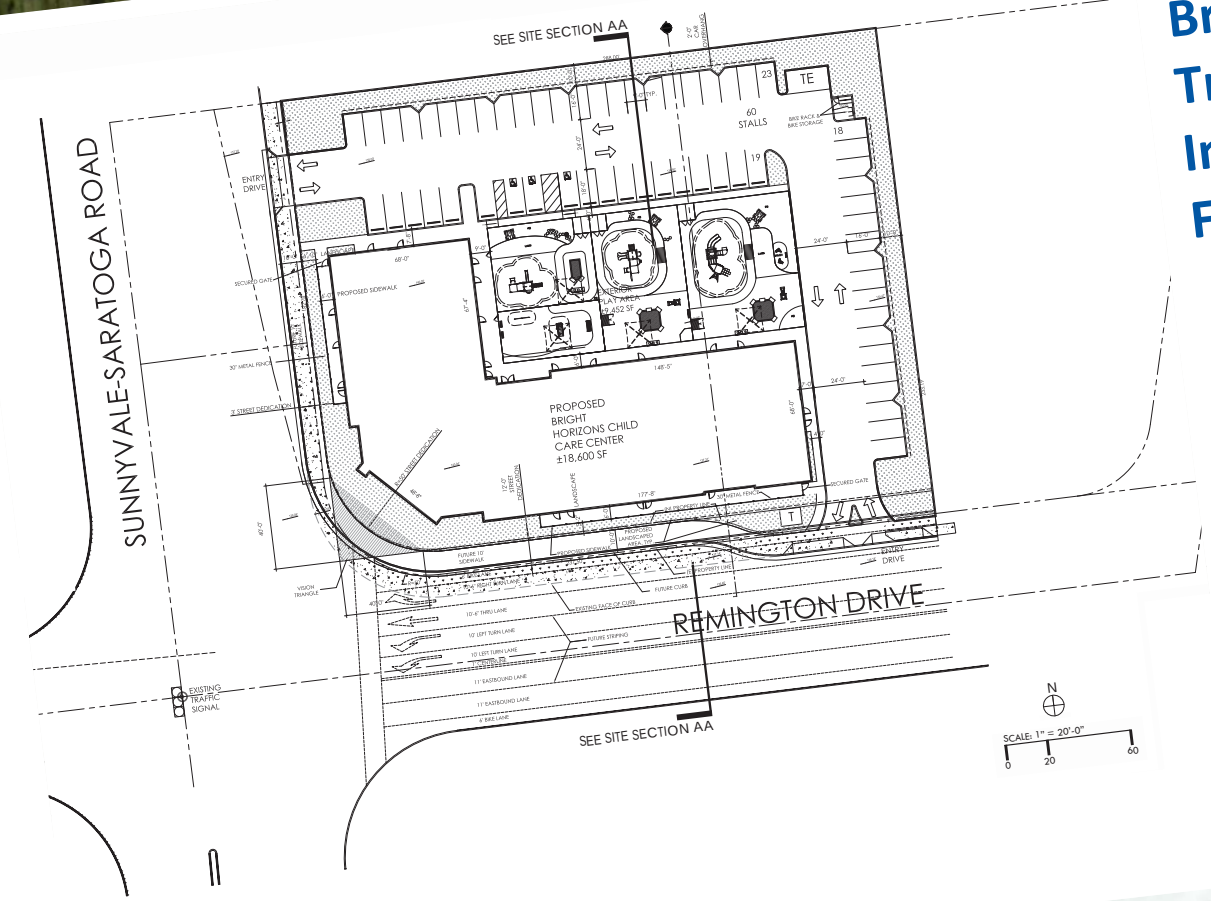
ATTACHMENT 6

Bright Horizons Transportation Impact Analysis: Final

November 2017
SJ17-1732

Sunnyvale



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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for the proposed Bright Horizons child care center at 1010 Sunnyvale-Saratoga Road (Project) in the City of Sunnyvale, California. The Project proposes to develop an 18,600-square-foot child care center for 49 staff and 240 students. As part of the Project, the westbound approach at East Remington Drive would be modified to provide a dedicated right-turn lane.

PROJECT TRAFFIC ESTIMATES

The Project is expected to generate 1,127 daily vehicle trips, 205 AM peak hour trips (108 entering and 97 exiting), and 200 PM peak hour trips (94 entering and 106 exiting).

INTERSECTION IMPACTS AND MITIGATION MEASURES

As shown in **Figure E1,** this report analyzes 11 study intersections. City of Sunnyvale and VTA Congestion Management Program (CMP) guidelines were used to determine significant impacts to study intersections due to the addition of project traffic to Existing, Background, and Cumulative conditions during the morning and evening peak hours.

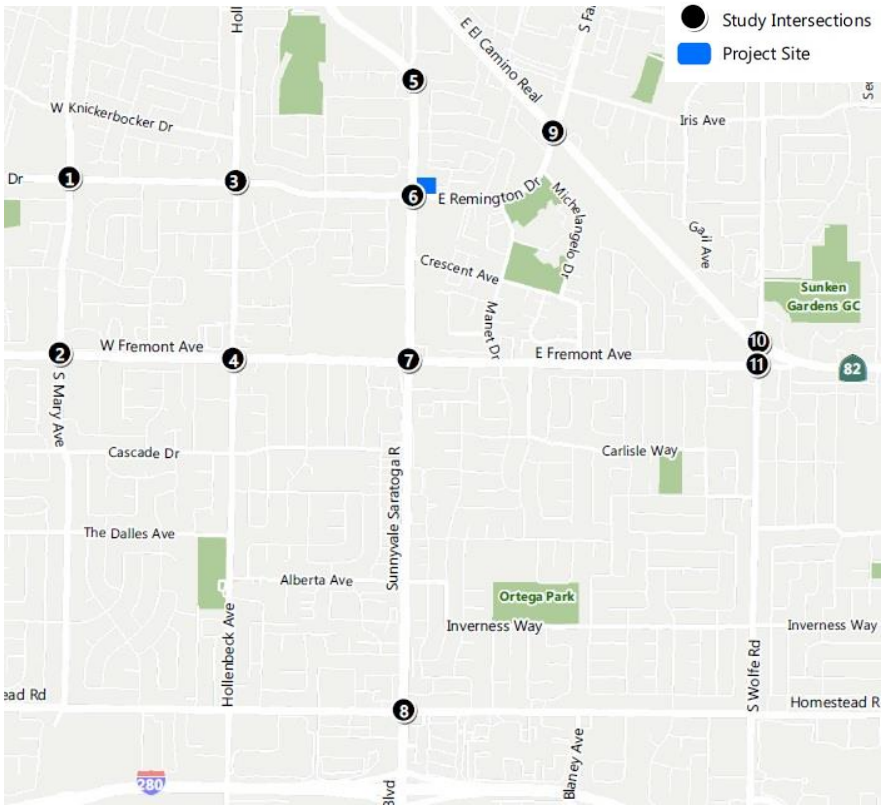


Figure E1: Project Study Area

IMPACT ASSESSMENT

Based on the City of Sunnyvale and VTA's impact criteria, the Project is expected to have **less-than-significant impacts** at all 11 study intersections under Existing, Background, and Cumulative conditions. Thus no vehicular intersection mitigation measures are proposed as part of the Project.

VEHICULAR ACCESS AND CIRCULATION

Vehicle access to the Project Site would be provided via two driveways; one on Sunnyvale-Saratoga Road and the other on Remington Drive, shown on **Figure E2**. Vehicles would be able to enter the Project Site through one driveway and exit out the other without needing to make a U-turn on-site.

The Project meets Sunnyvale's Municipal Code requirement for minimum number of vehicular parking spaces, parking aisle width, and driveway width. The effective driveway throat depths at the driveways meet City requirements when parking spaces adjacent to the driveway throat are designated for staff. The number of staff parking would need to be increased at the Sunnyvale-Saratoga Road driveway to meet the City requirement.

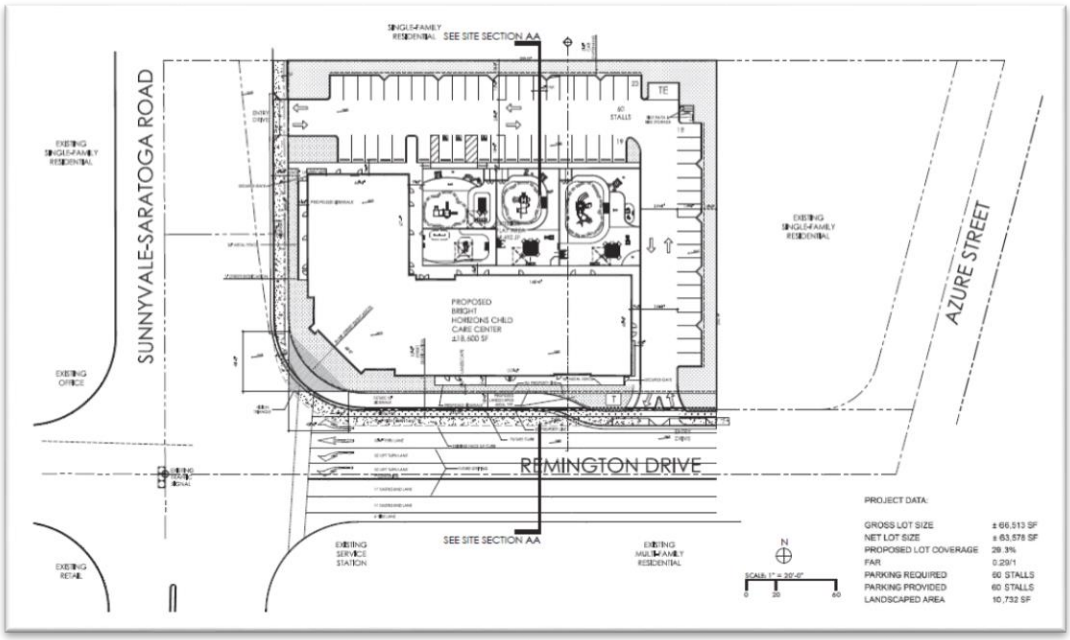


Figure E2: Site Plan

PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION

Pedestrians would access the Project Site via standard five-foot wide sidewalks. All four corners at the Remington Drive and Sunnyvale-Saratoga Road intersection and the Project driveway on Remington Drive have wide curb turn radii that allow for higher speed vehicular turns. The main pedestrian entrance is located on the interior corner of the child care center facing the playground, and is accessible by north-south and east-west sidewalks that connect to sidewalks along the Project frontage. Parking is provided at the dedicated pick-up/drop-off spaces north of the child care center and playground. The Project should install

speed tables across the drive aisles where the walkways lead into the parking lot to help control speeds and increase visibility of pedestrians walking across the drive aisles.

Bicyclists would have access to the site via both vehicle driveways. Adequate bicycle parking is provided per the Sunnyvale Municipal Code. The Project should move the bicycle parking closer to the building entrance by switching the locations of the pick-up/drop-off space and bicycle parking so that bicyclists would not be required to cross the parking lot.

PEDESTRIAN AND BICYCLE IMPACTS

The Project provides adequate pedestrian and bicycle access to the Project Site and is considered to have **less-than-significant impacts to existing pedestrian and bicycle network**.

The Project proposes to make modifications to the north-east corner of the Sunnyvale-Saratoga Road/Remington Drive intersection to provide a dedicated right-turn lane. The Project includes a standard five-foot sidewalk along the Project frontage on Remington Drive. To enhance the pedestrian facilities, a landscape buffer should be provided between the sidewalk and roadway as part of the improvements along Remington Drive. In addition, the proposed curb radii on the northeast corner of Remington Drive and Sunnyvale-Saratoga Road and at the Project driveway on Remington Drive should be reduced to reduce the pedestrian crossing distance and to limit higher-speed right-turns.

The Project also has secondary impacts related to the proposed widening of the westbound approach of Remington Drive at Sunnyvale-Saratoga Road. This modification would increase the pedestrian crossing distance of Remington Drive by approximately 10 feet. As a result, the signal timing would need to be adjusted to accommodate the added crossing time for pedestrians.

Additionally, the applicant proposes a six-foot bike lane that would travel between the right-turn and though lane at the intersection approach. Additional modifications, such as green "skip-striping" and a green bike lane should be incorporated into the design to highlight the presence of bicyclists in this conflict zone.

TRANSIT IMPACTS AND TRANSIT VEHICLE DELAY

The Project would not have a significant impact on transit service and would require no mitigations. Transit access is adequately provided by Routes 55, 22, and 522. The closest bus stops for these routes are within a quarter to half a mile from the Project Site. Under VTA's Next Network Transit Service Plan adopted in May 2017, Route 55 will no longer operate on Remington Drive. The modified route will travel north on Sunnyvale-Saratoga Road. New bus stops for Route 55 are identified for both northbound and southbound Sunnyvale-Saratoga Road just north of Remington Drive. The northbound bus stop is proposed to be located directly adjacent to the Project Site. The applicant is coordinating with VTA to determine the location, design, and amenities of the northbound bus stop adjacent to the site the Project.

Transit vehicle delay is projected to incur, at most, about four seconds along the study corridors. Considering that the study corridors for which the added transit delay was calculated are about one mile long, the added delay does not represent a substantial change in travel times.

LEFT-TURN POCKET QUEUEING ANALYSIS

Several turn pocket lengths are exceeded in future volume conditions. In every case where queue length is exceeded in the Plus Project condition, it also is exceeded in the corresponding No Project condition, except at Sunnyvale-Saratoga Road / Fremont Avenue. At Sunnyvale-Saratoga Road / Fremont Avenue, the Project causes the queue to exceed capacity during AM peak hours. ITS and modifying signal timing are recommended at any intersections where queueing is exceeded to increase left-turn capacity.

1. INTRODUCTION

This report presents results of the Transportation Impact Analysis (TIA) conducted for the proposed Bright Horizons child care center located at 1010 Sunnyvale-Saratoga Road in the City of Sunnyvale, California (hereafter referred to as the "Project"). The purpose of the TIA is to identify potentially significant adverse impacts of the proposed Project on the surrounding transportation system and to recommend measures to mitigate significant impacts. The impacts are evaluated following guidelines of the City of Sunnyvale and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. This TIA follows VTA's *Transportation Impact Analysis Guidelines* (adopted October 2014). This section outlines the Project description, study area, analysis methods, level of service (LOS) standards, and impact significance criteria.

1.1 PROJECT DESCRIPTION

The Project proposes to develop an 18,600-square foot child care center for 49 staff and 240 students. The Project Site is located at 1010 Sunnyvale-Saratoga Road at the northeast corner of the Remington Drive intersection in Sunnyvale. Surrounding land uses include apartments and condominiums to the north, south, and east, single-family residences to the west, and commercial development to the south, west and southwest.

The Project also includes modifications to the westbound approach on Remington Drive to provide a dedicated right-turn lane (for a total of two left-turn lanes, one through lane, and one right-turn lane) at the intersection with Sunnyvale-Saratoga Road.

Figure 1 shows the Project location within Sunnyvale, and **Figure 2** shows the proposed site plan drafted by Architects Orange for Dollinger Properties.

1.2 STUDY AREA

The study area generally focuses on regionally significant routes such as El Camino Real and Sunnyvale-Saratoga Road, as well as local site access roads including Remington Drive, Fremont Avenue, Wolfe Road, Mary Avenue, Hollenbeck Avenue, and Homestead Road. The roadway impacts of the proposed Project were evaluated for the intersections discussed below.

Study Intersections

The listed intersections were selected in consultation with the City of Sunnyvale and generally determined based on VTA's ten trip per lane guideline, which indicates that intersections should be included if the proposed project adds ten or more peak hour vehicles per lane to any intersection movement.

All study intersections are signalized and the jurisdiction whose level of service standard is applied in the impact evaluation is noted in parenthesis:[1]

1. Mary Avenue / Remington Drive (SV)
2. Mary Avenue / Fremont Avenue (SV)
3. Hollenbeck Avenue / Remington Drive (SV)
4. Hollenbeck Avenue / Fremont Avenue (SV)
5. Sunnyvale-Saratoga Road / Mathilda Avenue – Talisman Drive (SV)
6. Sunnyvale-Saratoga Road / Remington Drive (CMP)
7. Sunnyvale-Saratoga Road / Fremont Avenue (CMP)
8. Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road (CMP)
9. El Camino Real / Remington Drive – Fair Oaks Avenue (CMP)
10. Wolfe Road / El Camino Real (CMP)
11. Wolfe Road / Fremont Avenue (SV)

Freeway Segments

According to VTA guidelines, a freeway segment shall be included in the TIA if it meets any one of the following conditions:

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

Based on these guidelines, a freeway analysis is not included in the TIA because: a) the number of trips generated by the Project added to nearby freeway segments is estimated to be below one percent of the freeway segment's capacity (see **Section 3.5**), and b) the Project is not adjacent to a freeway segment's access or egress points.

[1] The following jurisdictions are shown: (SV) City of Sunnyvale (CMP) and VTA Congestion Management Program.

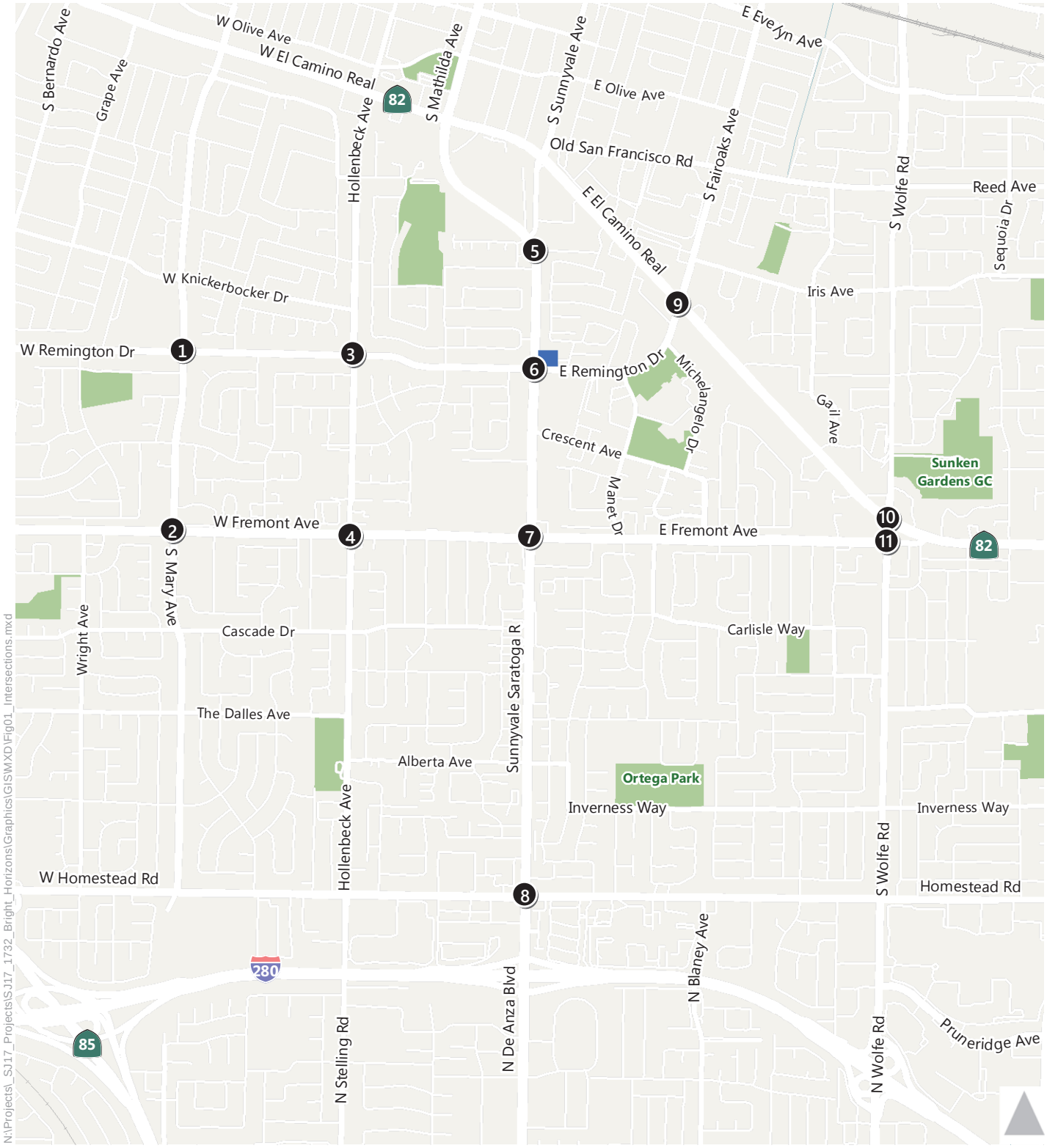
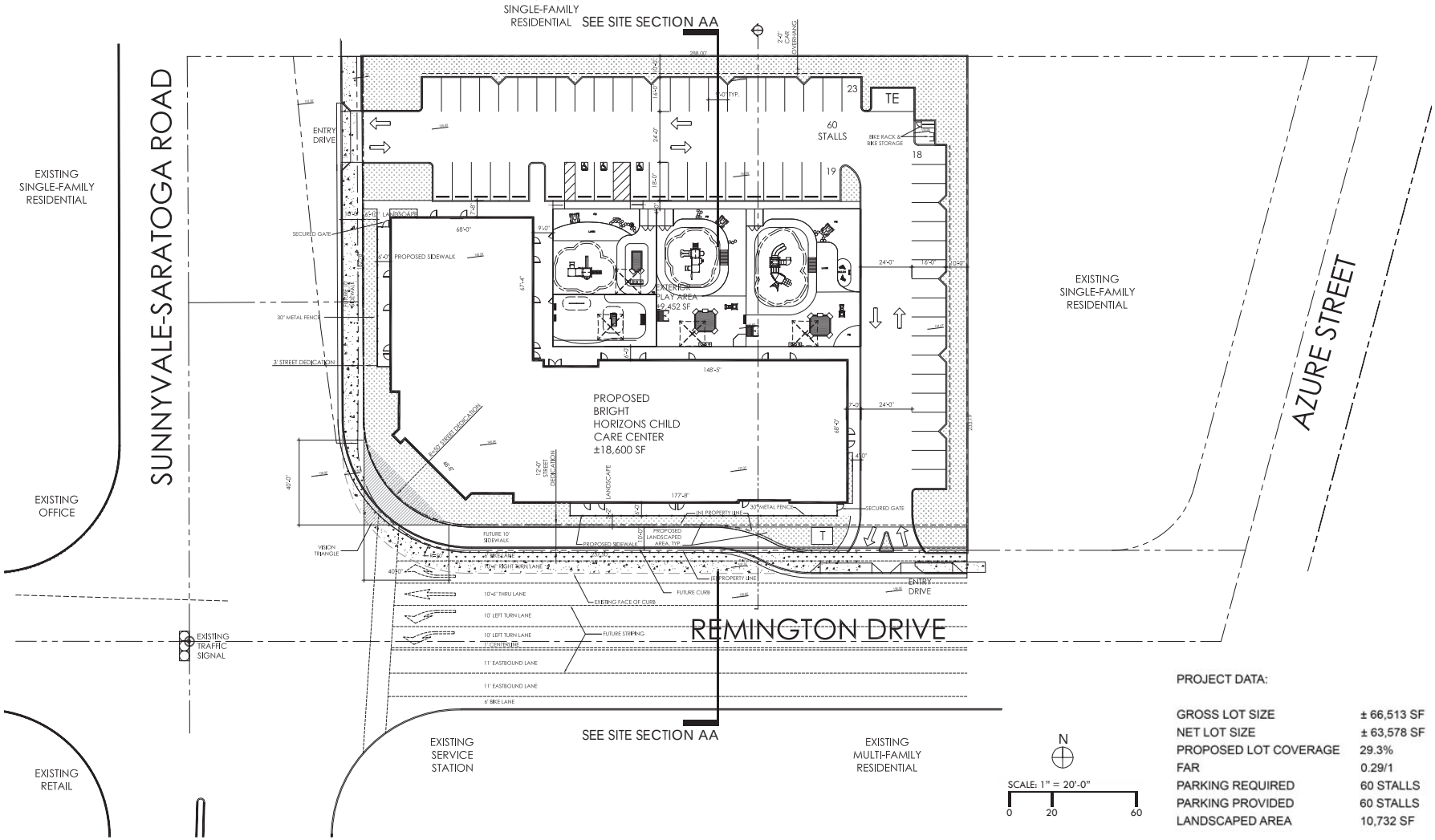


Figure 1

Project Location and Study Intersections



PROJECT DATA:

GROSS LOT SIZE	± 66,513 SF
NET LOT SIZE	± 63,578 SF
PROPOSED LOT COVERAGE	29.3%
FAR	0.29/1
PARKING REQUIRED	60 STALLS
PARKING PROVIDED	60 STALLS
LANDSCAPED AREA	10,732 SF

Figure 2

1010 Sunnyvale-Saratoga Road
Site Plan

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1.3 ANALYSIS SCENARIOS

The operations of study intersections were evaluated during the weekday morning (AM) and weekday evening (PM) peak hours for the following scenarios as presented in **Sections 2, 3, 4,** and **5:**

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Existing Plus Project Conditions* – Scenario 1 volumes plus traffic generated by the proposed Project. This scenario also includes the addition of a dedicated right-turn lane on westbound Remington Drive Sunnyvale-Saratoga Road, as proposed by the Project.

Scenario 3: *Background No Project Conditions* – Existing volumes plus traffic from "approved but not yet built" and "not occupied" developments in the area.

Scenario 4: *Background Plus Project Conditions* – Scenario 3 volumes plus traffic generated by the proposed Project. This scenario also includes the addition of the dedicated right-turn lane proposed by the Project.

Scenario 5: *Cumulative No Project Conditions* – Background No Project volumes (Scenario 3) plus traffic from pending developments in the area and a growth factor.

Scenario 6: *Cumulative Plus Project Conditions* – Scenario 5 volumes plus traffic generated by the proposed Project. This scenario also includes the addition of the dedicated right-turn lane proposed by the Project.

1.4 ANALYSIS METHODS

The operations of roadway facilities are described with the term *level of service*. Level of Service (LOS) is a qualitative description of traffic flow from the vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, the best operating conditions, to LOS F, the worst operating conditions. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

1.4.1 SIGNALIZED INTERSECTIONS

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special report 209, Transportation Research Board) was used to calculate the levels of service for the study intersections. This method, which is approved by the City of Sunnyvale and VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue

move-up time, stopped delay, and final acceleration delay. The average control delay was calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 1**.

TABLE 1:
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS
USING AVERAGE CONTROL VEHICULAR DELAY

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

1.5 LEVEL OF SERVICE STANDARDS AND IMPACT CRITERIA

As noted, all of the study intersections are signalized and the following LOS standards and impact criteria were applied. Impact criteria for other modes of travel are also presented.

1.5.1 INTERSECTION LEVEL OF SERVICE STANDARDS IMPACT CRITERIA

Signalized intersection operations and impacts are evaluated based on the appropriate jurisdiction's LOS standards (i.e., minimum threshold for acceptable operations). The LOS standard for City of Sunnyvale intersections is LOS D except for intersections that are designated regionally significant. Regionally significant roadways are generally on CMP roadways and, relevant to this Project, include El Camino Real and Sunnyvale-Saratoga Road. The threshold for both regionally significant roadway intersections and CMP intersections is LOS E. The LOS standards for the two jurisdictions are summarized below in **Table 2**. The applicable LOS standards for each study intersection are summarized in **Table 3**.

TABLE 2:
SIGNALIZED INTERSECTION LOS STANDARDS

Jurisdiction	Intersection LOS Standard	Citation
City of Sunnyvale	LOS D for all City-controlled signalized intersections, except for CMP intersections and regionally significant roadways, which include El Camino Real and Sunnyvale-Saratoga Road. The threshold for CMP intersections and intersections along these regionally significant corridors is LOS E.	Sunnyvale General Plan, Policy LT-1.4, page 3-4, LT-5.1, page 3-18 (2011)
Congestion Management Program (CMP)	LOS E for all CMP intersections.	VTA Congestion Management Program, page 29 (2013)

Sources: Sunnyvale, 2011; VTA, 2009; VTA, 2013.

Traffic impacts on City of Sunnyvale and CMP intersections would occur if the addition of traffic associated with implementation of the Project causes:

1. Intersection operations to deteriorate from an acceptable level (LOS D or better for City of Sunnyvale intersections and LOS E or better for regionally significant roadways and CMP intersections) under "No Project" Conditions to an unacceptable level (LOS E or LOS F for City of Sunnyvale intersections and LOS F for regionally significant roadways and CMP intersections) under the corresponding "Plus Project" Condition.
2. Exacerbation of unacceptable "No Project" operations (LOS E or F for City of Sunnyvale intersections and LOS F for regionally significant roadways and CMP intersections) by increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more.
3. An increase in the critical V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F for City of Sunnyvale intersections and LOS F for regionally significant roadways and CMP intersections) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

The applicable LOS standards for each study intersection are summarized in **Table 3**.

TABLE 3:
STUDY INTERSECTION LOS STANDARDS

#	Intersection	Intersection Control[1]	Location	CMP intersection or regionally significant roadway?	LOS Standard
1	Mary Avenue / Remington Drive	Signal	Sunnyvale	No	D
2	Mary Avenue / Fremont Avenue	Signal	Sunnyvale	No	D
3	Hollenbeck Avenue / Remington Drive	Signal	Sunnyvale	No	D
4	Hollenbeck Avenue / Fremont Avenue	Signal	Sunnyvale	No	D
5	Sunnyvale-Saratoga Road / Mathilda Avenue - Talisman Drive	Signal	Sunnyvale	Yes	E
6	Sunnyvale-Saratoga Road / Remington Drive	Signal	Sunnyvale	Yes	E
7	Sunnyvale-Saratoga Road / Fremont Avenue	Signal	Sunnyvale	Yes	E
8	Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road	Signal	Sunnyvale	Yes	E
9	El Camino Real / Remington Drive - Fair Oaks Avenue	Signal	Sunnyvale	Yes	E
10	Wolfe Road / El Camino Real	Signal	Sunnyvale	Yes	E
11	Wolfe Road / Fremont Avenue	Signal	Sunnyvale	No	D

Notes:
1. Signal = signalized intersection
Sources: Sunnyvale, 2011; VTA, 2009; VTA, 2013.

1.5.2 PEDESTRIAN AND BICYCLE IMPACT CRITERIA

Pedestrian and bicycle impacts are considered significant if the proposed Project would potentially disrupt existing pedestrian and bicycle facilities, eliminate existing pedestrian and/or bicycle facilities, interfere with planned pedestrian and bicycle facilities, increase conflicts between drivers, pedestrians, and/or bicyclists, or create inconsistencies or conflicts with adopted pedestrian and bicycle system plans, guidelines, policies, or standards. These impacts are discussed in **Section 7.**

1.5.3 TRANSIT IMPACT CRITERIA

Transit impacts are considered significant if the proposed Project conflicts with existing or planned transit facilities, generates potential transit trips in excess of available capacity, substantially increases transit delay,

or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops. These impacts are discussed in **Section 7.**

1.6 REPORT ORGANIZATION

The remainder of this report is divided into the following sections:

- ***Section 2*** describes the **Existing Transportation System** near the Project Site and the current operating conditions of the key intersections and freeway segments.
- ***Section 3*** describes **Existing Plus Project Conditions**, including the method used to estimate the amount of traffic added to the surrounding roadways by the proposed Project and its impacts on the transportation system.
- ***Section 4*** describes **Background No Project and Background Plus Project Conditions**.
- ***Section 5*** describes **Cumulative No Project and Cumulative Plus Project Conditions**.
- ***Section 6*** provides an assessment of **Site Access, On-Site Circulation, and Parking**.
- ***Section 7*** evaluates **Multi-Modal Impacts and Other Operational Considerations, including Transit Vehicle Delay and Left-Turn Queueing.**

2. EXISTING CONDITIONS

This section describes the existing conditions of the roadway facilities, pedestrian and bicycle facilities, and transit service. It also presents existing traffic volumes and operations for study intersections and freeway segments with the results of the level of service calculations.

2.1 EXISTING ROADWAY NETWORK

Junipero Serra Freeway (I-280), West Valley Freeway (SR-85), and El Camino Real (SR-82) provide regional access to the Project Site. Local access is provided via Sunnyvale-Saratoga Road, Remington Drive, Mathilda Avenue, and Fremont Avenue. Descriptions of these roadways are presented below. **Figure 1** shows the locations of these facilities in relation to the Project Site.

- *Junipero Serra Freeway (I-280)* extends north through San Francisco and south through San Jose. The freeway has three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction near the site. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses), motorcycles, or qualified clean air vehicles during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods. Primary access to the Project Site is provided through interchanges at De Anza Boulevard and Wolfe Road. The interchange with West Valley Freeway can also be used to access the Project Site through Fremont Avenue or El Camino Real. The posted speed limit for I-280 in the study area is 65 miles per hour (mph).
- *West Valley Freeway (SR-85)* is a north-south state freeway connecting Mountain View and San Jose. The freeway has two mixed-flow lanes and one HOV lane in each direction. Primary access to the Project Site is provided by the interchange at Fremont Avenue and Sunnyvale-Saratoga Road. Additional access points are located at El Camino Real and Homestead Road (northbound on-ramps and southbound off-ramp). Within the study area the posted speed limit for SR-85 is 65 mph.
- *El Camino Real (SR-82)* connects the cities of San Francisco and San Jose. It is a divided six-lane Class I Arterial traveling northwest-southeast, providing access to the Project Site via Sunnyvale-Saratoga Road and Remington Drive – Fair Oaks Avenue. The posted speed limit for El Camino Real in the study area is 40 mph.
- *Sunnyvale-Saratoga Road* is a divided north-south six-lane Class I Arterial in the vicinity of the Project. Sunnyvale-Saratoga Road provides direct access to the Project Site at a signalized intersection with Remington Drive. Sunnyvale-Saratoga Road extends between Sunnyvale Avenue in the City of Sunnyvale and I-280. North of Mathilda Avenue, Sunnyvale-Saratoga Road has four travel lanes with a median left-turn lane. The road is named Sunnyvale Avenue north of El Camino

Real, and De Anza Boulevard south of Homestead Road. Adjacent to the Project Site, the speed limit for Sunnyvale-Saratoga Road is 40 mph.

- *Remington Drive* is an east-west residential collector providing direct access to the Project Site at a signalized intersection with Sunnyvale-Saratoga Road. Remington Drive extends between Bernardo Avenue and El Camino Real in the City of Sunnyvale. Between El Camino Real and Sunnyvale-Saratoga Road, Remington Drive has five lanes. The number of lanes reduces to three west of Sunnyvale-Saratoga Road. North of El Camino Real, the roadway continues as Fair Oaks Avenue. The speed limit for Remington Drive close to the Project Site is 35 mph.
- *Mathilda Avenue* is a divided six-lane north-south Class I Arterial that extends between Carribean Drive and Sunnyvale-Saratoga Road in the City of Sunnyvale. Mathilda Avenue runs parallel to Sunnyvale Avenue and merges into Sunnyvale-Saratoga Road south of El Camino Real at Talisman Drive. The speed limit for Mathilda Avenue near the Project in the study area is 40 mph.
- *Fremont Avenue* is a divided four-lane east-west Class II Arterial that connects SR-85 to El Camino Real, providing access to Sunnyvale-Saratoga Road near the Project Site. Fremont Avenue extends between Belleville Way and Eleanor Way in the City of Sunnyvale. Fremont Avenue provides two on-ramps and two off-ramps for SR-85. The speed limit for Fremont Avenue close to the Project Site is 40 mph.

Other local access streets included in the study are listed below.

- *Homestead Road* is a four-lane east-west Class II Arterial parallel to Fremont Avenue south of the Project Site with a median left-turn lane. Homestead Road provides on-ramp access to SR-85 northbound and off-ramp access from SR-85 southbound. The speed limit for Homestead Road in the study area is 35 mph.
- *Wolfe Road* is a four-lane north-south arterial parallel to Sunnyvale-Saratoga Road east of the Project Site, providing access to Homestead Road, Fremont Avenue, El Camino Real, Central Expressway, and Fair Oaks Avenue. The speed limit for Wolfe Road in the study area site is 35 mph.
- *Hollenbeck Avenue* is a two-lane north-south residential collector parallel to Sunnyvale-Saratoga Road west of the Project Site, providing access to Homestead Road, Fremont Avenue, Remington Drive, and El Camino Real. The speed limit for Hollenbeck Avenue is 30 mph close to the Project Site.
- *Mary Avenue* is a four-lane north-south Class II Arterial west of Hollenbeck Avenue, providing access to Homestead Road, Fremont Avenue, Remington Drive, El Camino Real, and Central Expressway. The road becomes east-west and is named Almanor Avenue south of Bayshore Freeway. The speed limit for Mary Avenue is 35 mph near the Project Site.

2.2 PEDESTRIAN FACILITIES

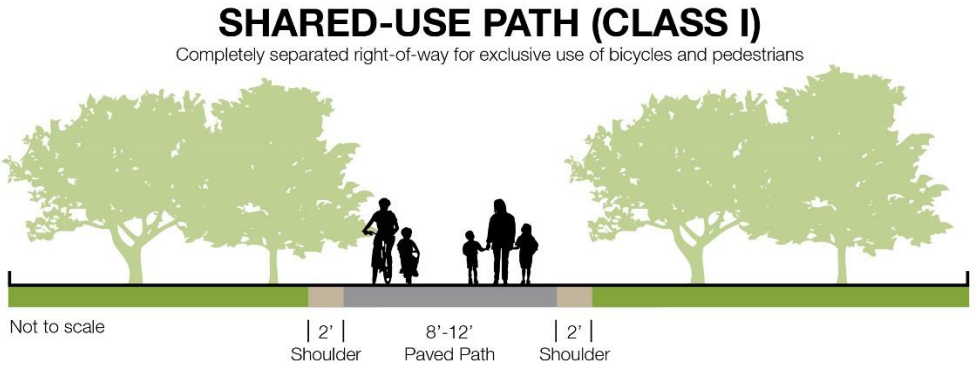
Pedestrian facilities consist of sidewalks, crosswalks, curb ramps, and at signalized intersections pedestrian signals. Adjacent to the Project Site, sidewalks are provided on both sides of Sunnyvale-Saratoga Road between El Camino Real and I-280; Remington Drive between the west end on Bernado Avenue and El Camino Real; Fremont Avenue between SR-85 and Wolfe Road; and El Camino Real between West Valley Freeway and Lawrence Expressway.

The Sunnyvale-Saratoga Road/Remington Drive intersection adjacent to the Project Site is signalized with standard pedestrian crosswalks (crossings marked with two parallel lines) and pedestrian countdown signals for pedestrians crossing Sunnyvale-Saratoga Road. Signalized intersections with standard pedestrian crosswalks are also present near the Project Site on Remington Drive at Mary Avenue, Hollenbeck Avenue, and El Camino Real; on Sunnyvale-Saratoga Road at El Camino Real, Mathilda Avenue, and Fremont Avenue; on Fremont Avenue at Mary Avenue, Hollenbeck Avenue, Wolfe Road; and on Wolfe Road at El Camino Real. The signalized intersection at Sunnyvale-Saratoga Road - De Anza Boulevard and Homestead Road has "zebra" pedestrian crossings.

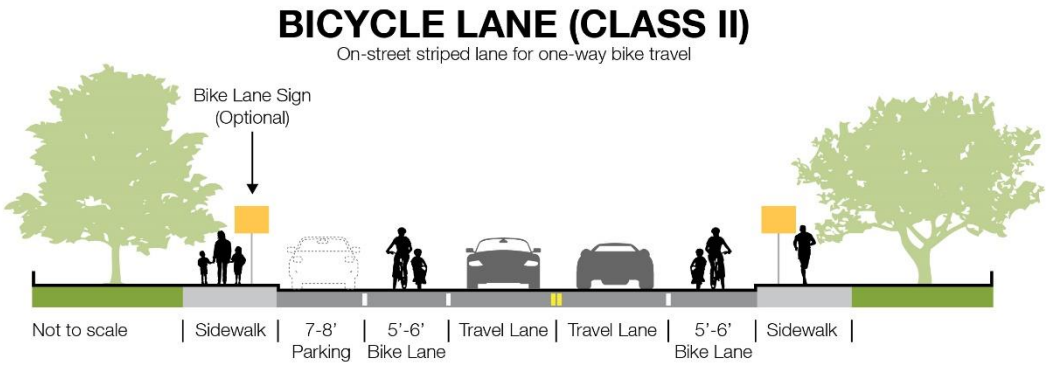
2.3 BICYCLE FACILITIES

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Caltrans provides for four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

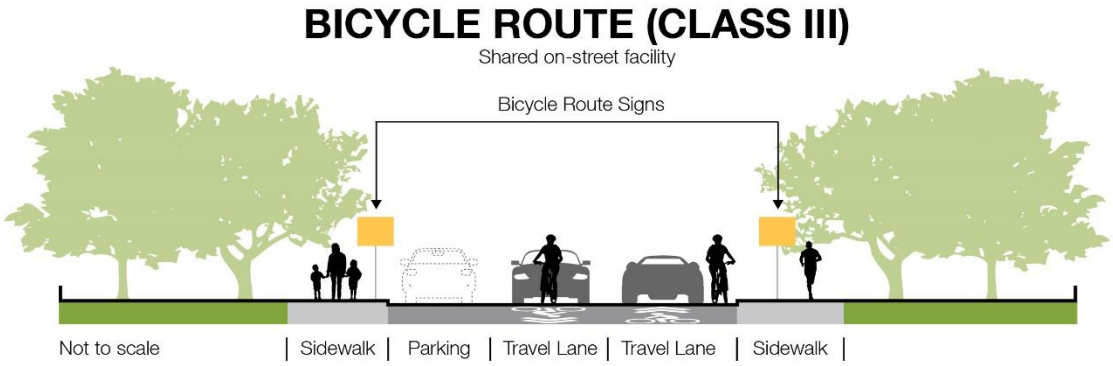
- *Class I Bikeways (Shared-Use Paths)* provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



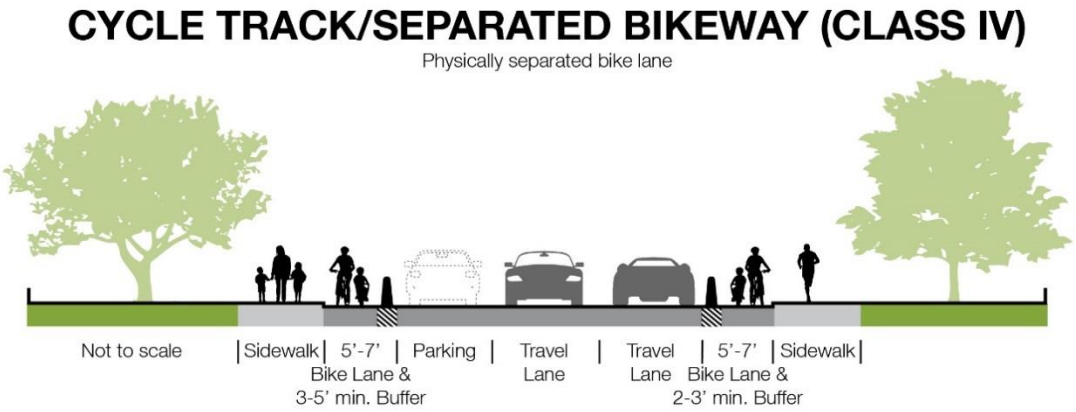
- *Class II Bikeways (Bicycle Lanes)* are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



- *Class III Bikeways (Bicycle Route)* are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



- *Class IV Bikeways (cycle tracks or "separated" bikeways)* provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers including, but not limited to, grade separation, flexible posts, and inflexible vertical barriers such as raised curbs.



The *VTA Bicycle Technical Guidelines* (December 2007) recommends Caltrans standards regarding bicycle facility dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists.

Figure 3 shows the location of the existing bicycle facilities near the Project Site.

Class I bikeways are provided along the following locations in the study area:

- Mary Avenue (from Homestead Road to Meteor Drive south of I-280)

Class II bike lanes are provided along the following locations in the study area:

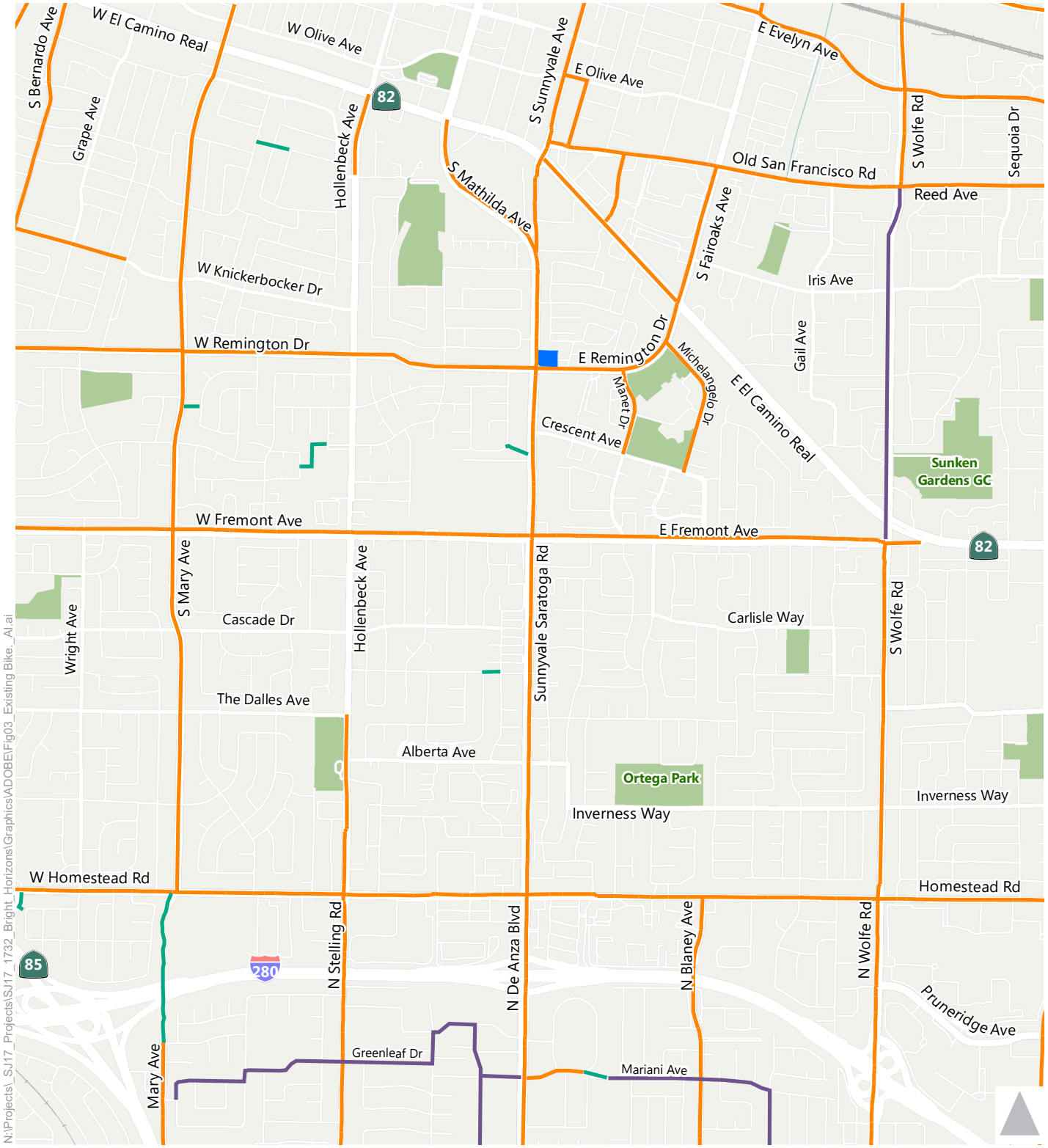
- Sunnyvale-Saratoga Road - De Anza Boulevard (from El Camino Real to I-280). The bike lane continues on Sunnyvale Avenue north of El Camino Real and on De Anza Boulevard south of I-280;
- Remington Drive (from Bernardo Avenue to El Camino Real). The bike lane continues on Fair Oaks Avenue north of El Camino Real;
- Mathilda Avenue (from Sunnyvale-Saratoga Road to El Camino Real);
- Fremont Avenue (from West Valley Freeway to the midblock between Wolfe Road and Eleanor Way). The bike lane continues west of West Valley Freeway to Foothill Expressway;
- El Camino Real (from Sunnyvale-Saratoga Road to Remington Drive - Fair Oaks Avenue);
- Wolfe Road (from Fremont Avenue to Stevens Creek Boulevard south of I-280, and north of Old San Francisco Road – Reed Avenue. The bike lane is not consistent south of I-280). A 350-foot roadway segment north of Homestead Road does not have bike lane striping;
- Homestead Road (from Foothill Expressway west of West Valley Freeway to Lawrence Expressway;
- Hollenbeck Avenue (from El Camino Real to Danforth Drive, and from Alberta Avenue to I-280). The bike lane continues on Stelling Road south of I-280; and
- Mary Avenue (from Evelyn Avenue to Homestead Road).

Class III bikeways are provided along the following locations in the vicinity of the study area:

- Wolfe Road (from El Camino Real to Old San Francisco Road)
- Mathilda Avenue (north of SR-237)

There are no Class IV bikeways in the study area.

VTA adopted the Santa Clara Countywide Bicycle Plan (CBP) in 2000 and last updated the plan in 2008. The existing CBP guides the development of major bicycling facilities by identifying Cross County Bicycle Corridors and other projects of countywide or inter-city significance. Several of these routes travel through the study area including Route 1 – US-101 Corridor (along East Arques Avenue) and Route 13 – Bowers/Kiely/Saratoga Corridor. VTA is updating the CBP and is scheduled to present the new CBP for adoption in fall of 2017.



Class I Bicycle Path
Class II Bicycle Lane
Class III Bicycle Route
Class IV Bicycle Boulevard
Project Site

Figure 3

Existing Bicycle Facilities

2.4 EXISTING TRANSIT SERVICE

The Project Site is located near several transit routes, including bus and light rail service operated by the VTA and passenger rail service operated by Caltrain as shown on **Figure 4** and summarized in **Table 5**. The table includes origins and destinations, operating hours, and headways. Descriptions of transit services are provided below.

2.4.1 VTA BUS SERVICE

VTA provides bus services in the Project area. Local buses include regular service Routes 22, 26, 53, 54, 55, 55X, and 81; and express/limited stop Route 522. A summary of each route is provided below:

- Route 22 operates between Eastridge Transit Center in the City of San Jose and Palo Alto Transit Center in the City of Palo Alto. Headways are 15 minutes on weekdays. On weekends, headways are 15 minutes during the day and one hour after mignight. The route travels on El Camino Real in the Project area. Transfers are available to Route 55 that directly access the Project Site at El Camino Real/Remington Drive - Fair Oaks Avenue.
- Route 26 provides service between Sunnyvale/Lockheed Martin Transit Center in the City of Sunnyvale and Eastridge Transit Center in the City of San Jose. Service frequency is every 15 minutes on weekdays during PM peak hours and 30 minutes during off-peak hours, and every 30 minutes on weekends. Route 26 travels on Wolfe Road east of the Project Site. Riders can transfer to Route 55 to access the Project Site at Fair Oaks Avenue/Old San Francisco Road.
- *Route 53* operates between Sunnyvale Transit Center in the City of Sunnyvale and West Valley College in the City of Saratoga. Service frequency is every hour on weekdays. There is no service on the weekend. The closest stop on Route 53 to the Project Site is over a quarter-mile walking distance from the site, at Remington Drive/Mary Avenue. Riders can transfer to Route 55 to access the Project Site at Frances Street/Olson Way near Sunnyvale Caltrain Station.
- *Route 54* operates between Lockheed Martin LRT Station in the City of Sunnyvale and De Anza College in the City of Cupertino. Service frequency is every 30 minutes on weekdays, and every one hour on weekends. The closest stop on Route 54 to the Project Site is approximately half a mile distance from the site, at Remington Drive/Hollenbeck Avenue. Riders can transfer to Route 55 to access the Project Site at Frances Street/Olson Way near Sunnyvale Caltrain Station.
- *Route 55* operates between De Anza College in the City of Cupertino and Great America amusement park in the City of Santa Clara. On weekdays, headways are 15 minutes during the AM and PM peak hours, and 30 minutes at off-peak hours. On weekends, service is provided every 30 minutes. Route 55 has two stops adjacent to the Project Site at Sunnyvale-Saratoga Road/Remington Drive, and Remington Drive/Azure Street. Both stops are within a 500-foot walking distance to the Project Site. Route 55 stops at Sunnyvale Caltrain Station, at which riders can transfer to/from Route 32, 53, 54, 304, and Caltrain.

- *Route 55X* is a scheduled morning service between Lakewood Village north of Bayshore Freeway (US-101) and Fremont High School (Fremont Avenue/Sunnyvale-Saratoga Road). This service runs only on school days.
- Route 81 provides service to Mountain View Transit Center, Santa Clara Transit Center, Downtown San Jose and San Jose State University. Service frequency is every 30 minutes on weekdays and every hour on the weekends. The closest stop on Route 81 is over 1.5 miles walking distance from the Project Site, at Sunnyvale-Saratoga Road - De Anza Boulevard/Homestead Road. Riders can transfer to Route 55 at this intersection.
- Route 522 provides limited service between Eastridge Transit Center and Palo Alto Transit Center via El Camino Real in the Project Area. Riders can transfer to Route 55 at El Camino Real/Remington Drive - Fair Oaks Avenue.

2.4.2 VTA LIGHT RAIL SERVICE

VTA provides light rail transit (LRT) service in Santa Clara County. Route 902 (Downtown Mountain View to Winchester) serves northern City of Sunnyvale and is located about 3.5 miles from the Project Site. Route 902 is accessible from the Project Site via VTA Route 55, with a transfer at the Tasman Drive/Reamwood Avenue LRT Station.

2.4.3 VTA NEXT NETWORK

VTA's Fiscal Year 18-19 Transit Service Plan adopted in May 2017 outlines the redesign of the transit network to increase ridership and to improve cost-effectiveness. The redesigned transit network strives for better balance between the service frequency and coverage in VTA's service area. The redesigned system, called the Next Network, is shown on **Figure 5**. Route realignment and service frequency changes have been proposed for VTA bus routes in the Project area. Route 55 provides direct bus service to the Project Site; its alignment will be changed between Old San Francisco Road and Remington Drive for the inbound and outbound trips. The inbound route will continue to travel south on Sunnyvale-Saratoga Road south of Remington Drive. The outbound route will detour by turning left on Fremont Avenue from Sunnyvale-Saratoga Road, then right onto Hollenbeck Avenue, right onto Remington Drive, and then left onto Sunnyvale-Saratoga Road to continue traveling north. Headways will decrease on weekdays during peak hours, and increase on Sundays.

New bus stop locations have been identified by VTA in their 2018 Transit Service Plan. Within the study area new bus stops are proposed on Sunnyvale-Saratoga Road north of Remington Drive for both directions of travel. The bus stop in the northbound direction is proposed just north of the Project Site.

2.4.4 CALTRAIN SERVICE

Caltrain provides regional passenger rail service between San Francisco and San Jose, with extended service to Morgan Hill and Gilroy during weekday commute hours. The Sunnyvale S and Lawrence Caltrain stations are located near the Project Site. The Sunnyvale Station is accessible from the Project Site by driving or VTA Route 55 at Frances Street/Olson Way (a 400-foot walk). Lawrence Station is accessible from the Project Site via driving. A limited amount of paid parking is available at both Caltrain stations.

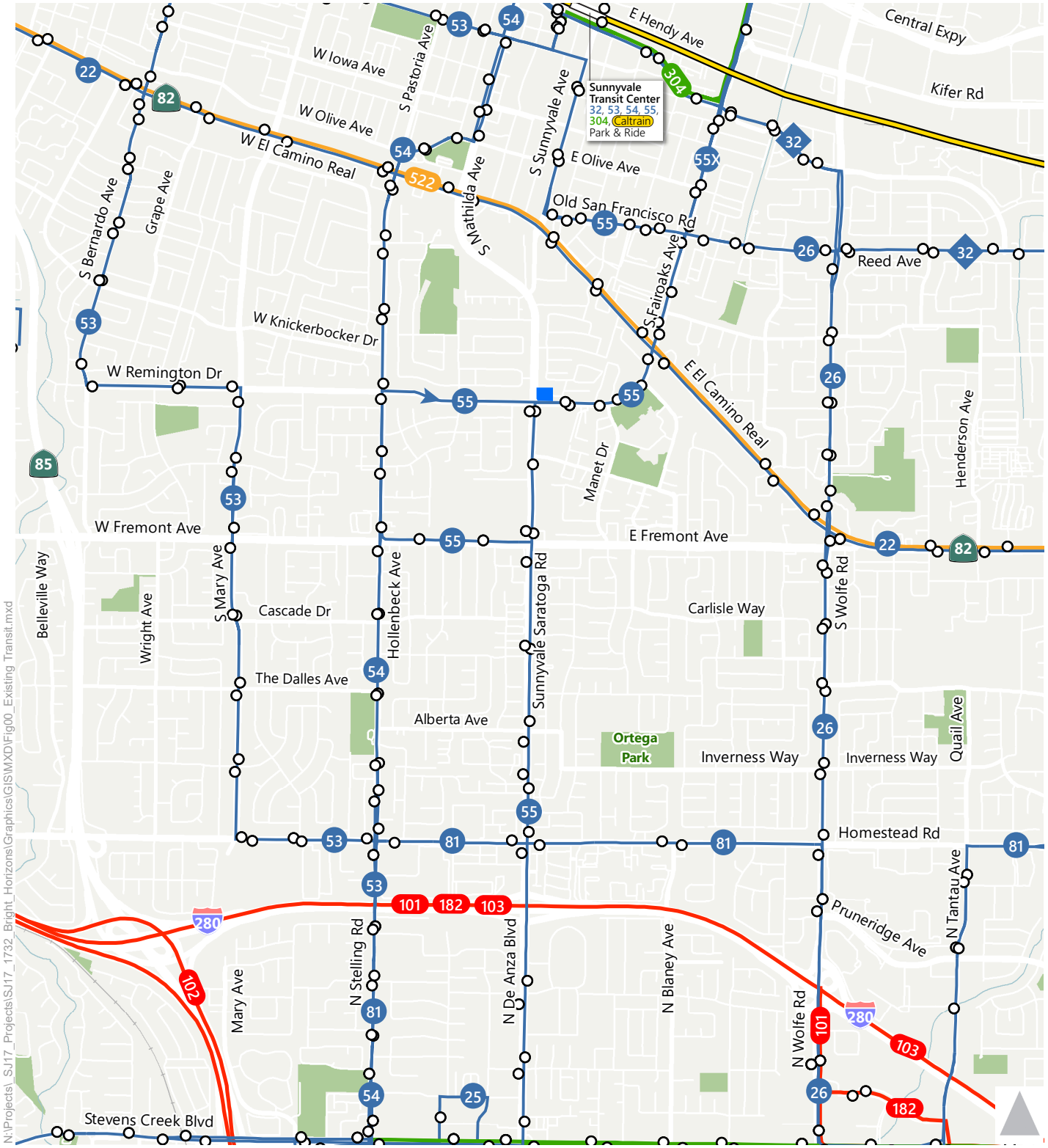
TABLE 4:
EXISTING TRANSIT SERVICE

Route	From	To	Weekdays		Weekends	
			Operating Hours[1]	Peak Headway[2] (minutes)	Operating Hours[1]	Headway (minutes)[2]
VTA Route 22	Palo Alto Transit Center	Eastridge Transit Center	3:40 AM – 3:00 AM	15	3:40 AM – 3:00 AM	15 – 60
VTA Route 26	Sunnyvale/Lockheed Martin Transit Center	Eastridge Transit Center	5:15 AM – 11:50 PM	15	6:15 AM – 10:55 PM	30
VTA Route 53	West Valley College	Sunnyvale Transit Center	7:00 AM – 7:00 PM	60	No Service	--
VTA Route 54	De Anza College	Sunnyvale/Lockheed Martin Transit Center	6:05 AM – 9:30 PM	30	8:40 AM – 7:40 PM	30 – 60
VTA Route 55	De Anza College	Great America	5:30 AM – 10:50 PM	15	7:40 AM – 9:10 PM	30 – 60
VTA Route 55X	Lakewood Village	Fremont High School	6:45 AM – 9:20 AM	15 Only SB Trips	No Service	--
VTA Route 81	Moffett/Ames Center	San Jose State University	6:05 AM – 9:05 PM	30	9:15 AM – 6:25 PM	60
VTA Route 522	Palo Alto Transit Center	Eastridge Transit Center	4:40 AM – 11:25 PM	12	7:45 AM – 11:15 PM	15-30

Caltrain	San Jose Diridon (Gilroy)	San Francisco	4:30 AM – 1:40 AM	15	7:00 AM – 1:40 PM Saturday 8:00 AM -10:55 PM Sunday	60

Notes:
1. Operating hours rounded to the nearest 5 minute interval.
2. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route. Caltrain headways are measured from Sunnyvale Station.

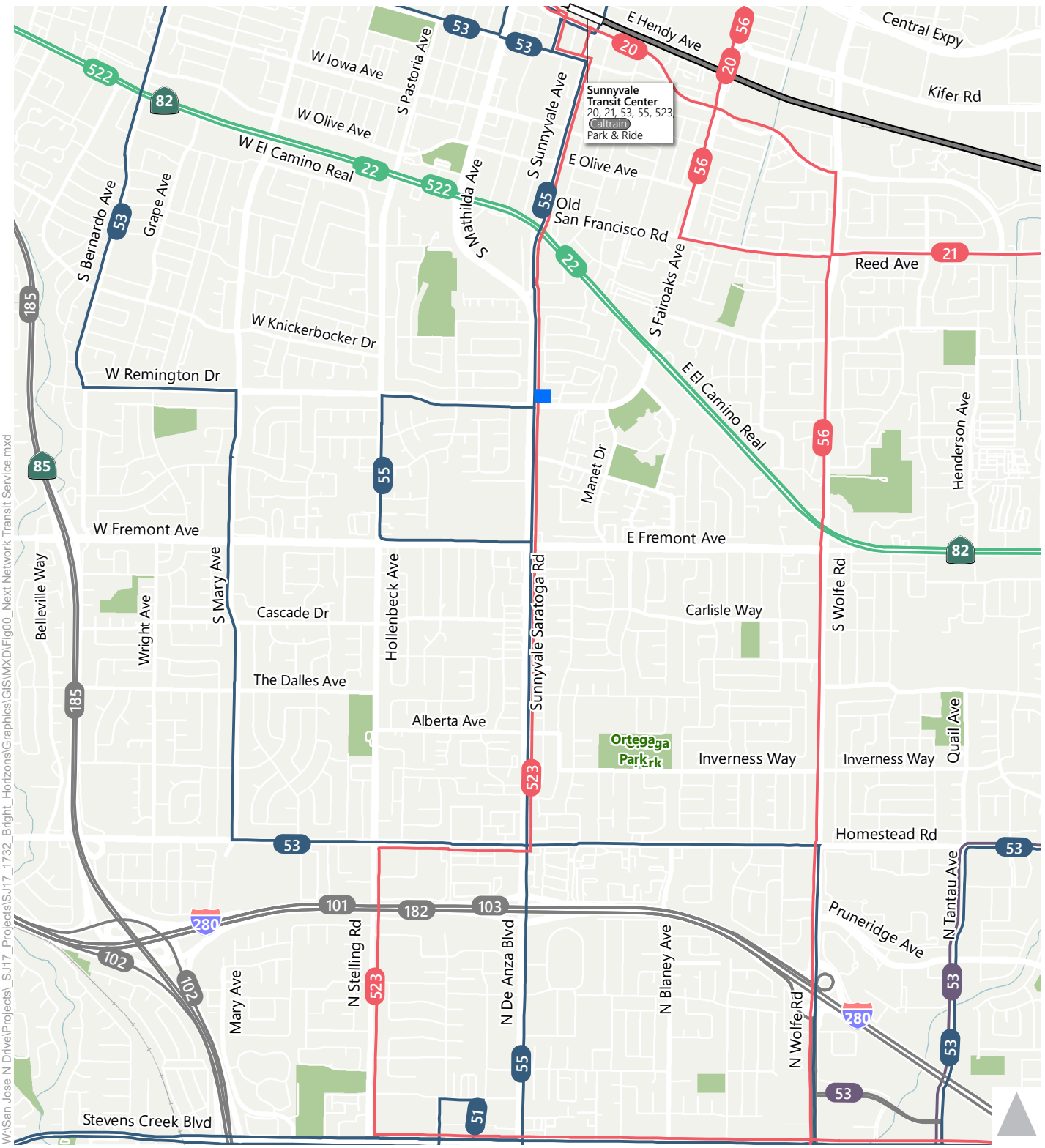
Source: VTA, Caltrain, November 2017.



- Local Bus Routes
- Community Bus Routes
- Limited Bus Routes
- Rapid Bus Routes
- Express Bus Routes
- Caltrain
- Bus Stops
- Project Site

Figure 4

Existing Transit Service



Next Network Route Change

- No Change
- Modify Alignment
- New Route
- Service Frequency Change
- Modify Alignment & Service Frequency Change
- Caltrain Line
- Project Site

Figure 5

Next Network Transit Service

2.5 EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

The existing operations of study intersections were evaluated for the highest one-hour volumes during weekday morning and evening commute periods. The City of Sunnyvale provided AM and PM peak-hour intersection turning movement counts from December 2016 for two intersections on Mary Avenue and three intersections on Sunnyvale-Saratoga Road. The remaining intersection counts were conducted in May 2017. Copies of traffic counts are included in **Appendix A**. **Figure 6** presents existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections.

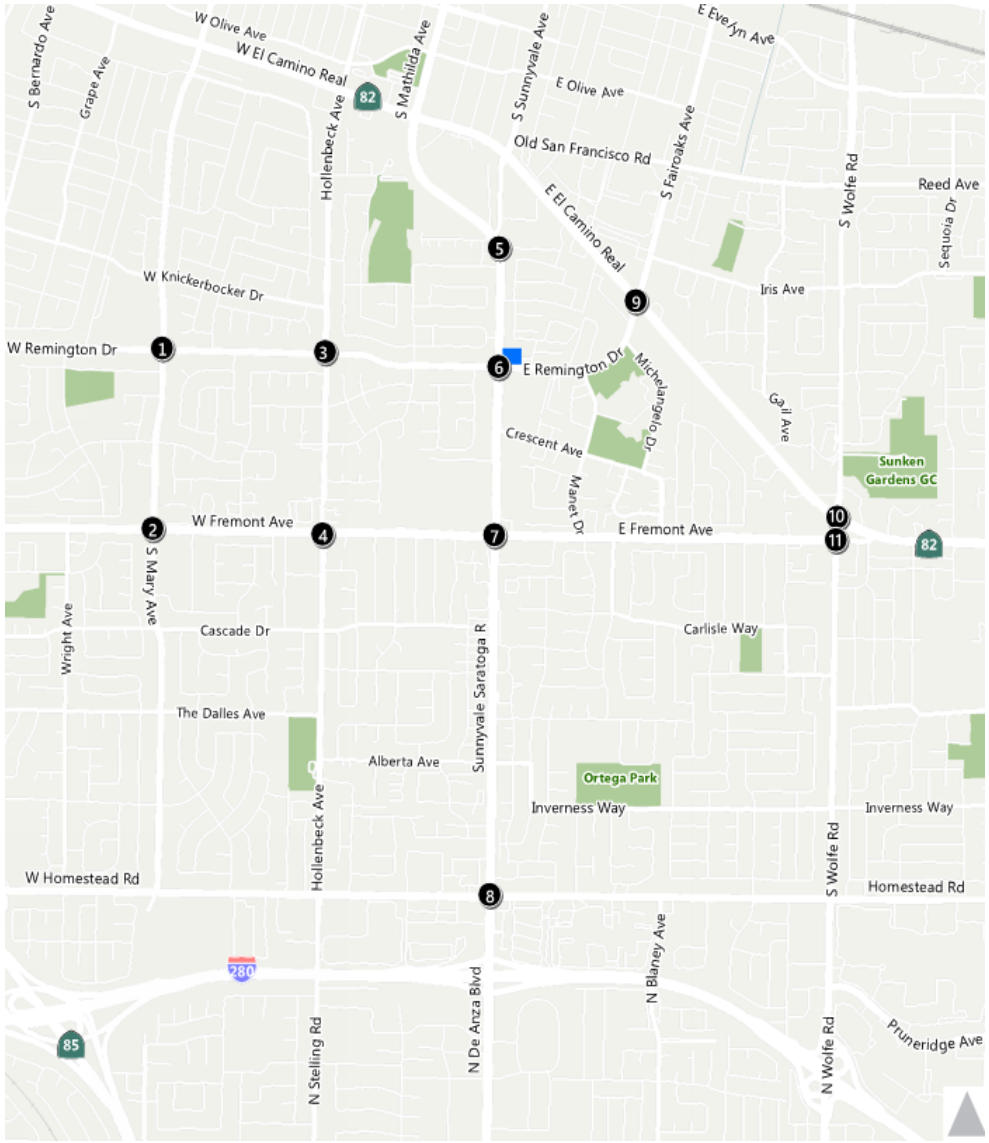
2.6 EXISTING INTERSECTION LEVELS OF SERVICE

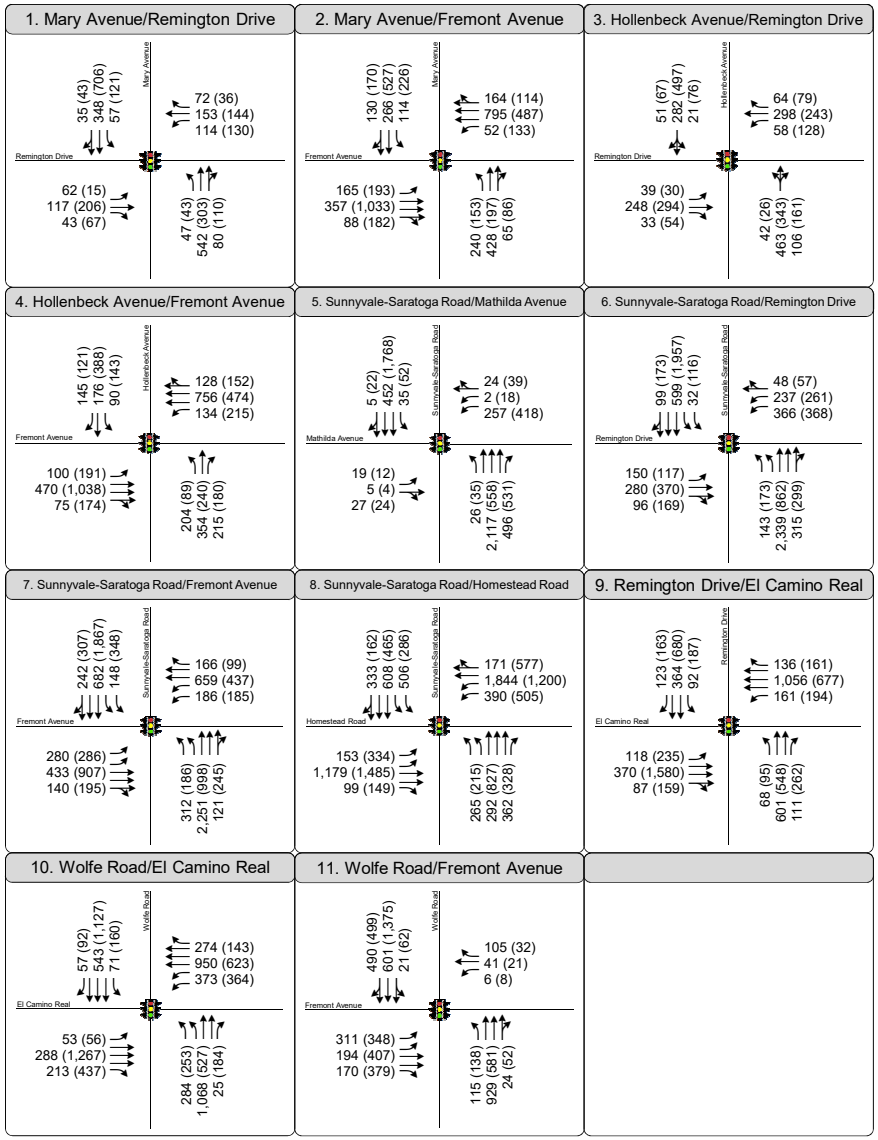
Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used to calculate the levels of service for key intersections. Results of the level of service analysis for Existing Conditions are presented in **Table 5**. **Appendix B** contains the corresponding calculation sheets. Results indicate that all study intersections operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for regionally significant and CMP intersections) during the AM and PM peak hours.

2.7 FIELD OBSERVATIONS

Field observations at the Project Site and surrounding study intersections were conducted on May 9, 2017 to verify the calculated intersection LOS operations for Existing Conditions and to observe overall transportation characteristics. Observations indicated all study intersections are operating at or near the calculated LOS values.

Cycle lengths and signal phasings were also observed at study intersections along Sunnyvale-Saratoga Road, Fremont Avenue, Remington Drive, and El Camino Real and used in the LOS calculations.





LEGEND

1 Study Intersection	STOP Stop Sign
Turn Lane	Traffic Signal
AM (PM) Peak Hour Traffic Volume	

Figure 6
Traffic Volumes, Lane Configurations, and Level of Service
Existing Conditions

TABLE 5:
EXISTING INTERSECTION LEVELS OF SERVICE

	Intersection Name	Intersection Control[1]	LOS Standard[2]	Peak Hour[3]	Existing	
					Delay[4]	LOS[5]
1	Mary Avenue / Remington Drive	Signal	D	AM PM	27.7 28.8	C C
2	Mary Avenue / Fremont Avenue	Signal	D	AM PM	30.2 41.8	C D
3	Hollenbeck Avenue / Remington Drive	Signal	D	AM PM	21.8 34.2	C+ C-
4	Hollenbeck Avenue / Fremont Avenue	Signal	D	AM PM	35.0 37.6	D+ D+
5	Sunnyvale-Saratoga Road / Mathilda Avenue - Talisman Drive	Signal	E	AM PM	23.1 28.8	C C
6	Sunnyvale-Saratoga Road / Remington Drive	Signal	E	AM PM	41.7 43.7	D D
7	Sunnyvale-Saratoga Road / Fremont Avenue	Signal	E	AM PM	48.3 46.6	D D
8	Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road	Signal	E	AM PM	48.5 50.0	D D
9	Remington Drive - Fair Oaks Avenue / El Camino Real	Signal	E	AM PM	39.8 45.5	D D
10	Wolfe Road / El Camino Real	Signal	E	AM PM	48.0 44.6	D D
11	Wolfe Road / Fremont Avenue	Signal	D	AM PM	43.3 45.2	D D

Notes:
1. Signal = Signalized Intersection
2. LOS Standard of intersection's jurisdiction.
3. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
4. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized.
5. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.

Source: Fehr & Peers, November 2017.

3. EXISTING PLUS PROJECT CONDITIONS

Impacts of the Project on the transportation system are discussed in this section. First, the method used to estimate the amount of traffic generated by the Project is described. Then, the results of the level of service calculations for Existing Plus Project Conditions are presented. A comparison of intersection operations under Existing Plus Project Conditions and Existing Conditions is used to identify Project impacts on the study intersections. Project impacts on freeways are also addressed.

3.1 PROJECT TRAFFIC ESTIMATES

Estimates of traffic added to the roadway system by the proposed development is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second estimates the directions of travel to and from the Project Site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process for the proposed Project are described in the following sections.

3.1.1 TRIP GENERATION

The amount of traffic anticipated to be added to the surrounding roadway system by the proposed Project was estimated based on data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012). ITE provides trip generation rates for child care centers based three independent variables: number of employees, building square footage, and number of students. **Table 6** compares the resulting trip estimates for the proposed Project.

TABLE 6: TRIP GENERATION ESTIMATE COMPARISON FOR ITE CHILD CARE VARIABLES

ITE Land Use	ITE Code	Units	Quantity	Daily		AM Peak Hour		PM Peak Hour	
				Rate	Total	Rate	Total	Rate	Total
Day Care	565	Employees	49	26.73	1,310	4.85	238	4.73	232
Day Care	565	1,000 s.f.	18.6	74.06	1,378	12.18	227	12.34	230
Day Care	565	Students	240	4.38	1,052	0.8	192	0.81	195

Source: ITE *Trip Generation Manual*, 9th Edition, 2012; Fehr & Peers, November 2017.

ITE trip generation estimates for the Project based on the number of employees are higher than the estimates based on number of students or building size; although all three variables have relatively similar results. For this report, the ITE trip generation rates based on number of employee was used to present a more conservative analysis.

The Project would be located on a major arterial that connects residential neighborhoods to job and retail centers. It is very likely that many child care patrons would stop at Bright Horizons on their way to work or other destinations and would not be new trips added to the roadway (i.e., "pass-by trips"). The Institute of Transportation Engineers (ITE's) *Trip Generation Handbook* includes data on pass-by/diverted trips for retail-type land uses (supermarkets, gas-stations, etc.); however, it does not include data on schools or child care centers. To be conservative, a modest pass-by reduction of 14 percent, obtained from the SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, was applied to account for trips already traveling by the site on the way to their ultimate destination. **Table 7** summarizes the trip generation estimates for the proposed Project.

TABLE 7: TRIP GENERATION ESTIMATES

Land Use	ITE Code	Size	Units[1]	Daily		AM Peak Hour				PM Peak Hour			
				Rate[2]	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Child care Center	565	49	Employees	26.73	1,310	4.85	126	112	238	4.73	109	123	232
			Pass-By Trip Reduction[1]	*-14%*	*-183*	*-14%*	*-18*	*-15*	*-33*	*-14%*	*-15*	*-17*	*-32*
Proposed Subtotal				**-**	**1,127**	**-**	**108**	**97**	**205**	**-**	**94**	**106**	**200**

1. SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

Source: ITE *Trip Generation Manual*, 9th Edition, 2012; Fehr & Peers, November 2017.

As outlined in **Table 7,** the Project is estimated to generate 1,127 daily trips, 205 AM peak hour trips (108 inbound and 97 outbound), and 200 PM peak hour trips (94 inbound and 106 outbound).

3.1.2 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the traffic generated by the Project onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, surrounding population densities, and recent TIAs completed in the area. Input from the City of Sunnyvale staff was used to refine the trip distribution pattern and it is shown on **Figure 7**.

Project trips were assigned to the roadway network based on the trip distribution pattern. **Figure 8** shows AM and PM peak hour Project trips assigned to each turning movement at the study intersections. The trip assignments were added to the existing volumes to establish volumes under Existing Plus Project Conditions, as shown on **Figure 9**.

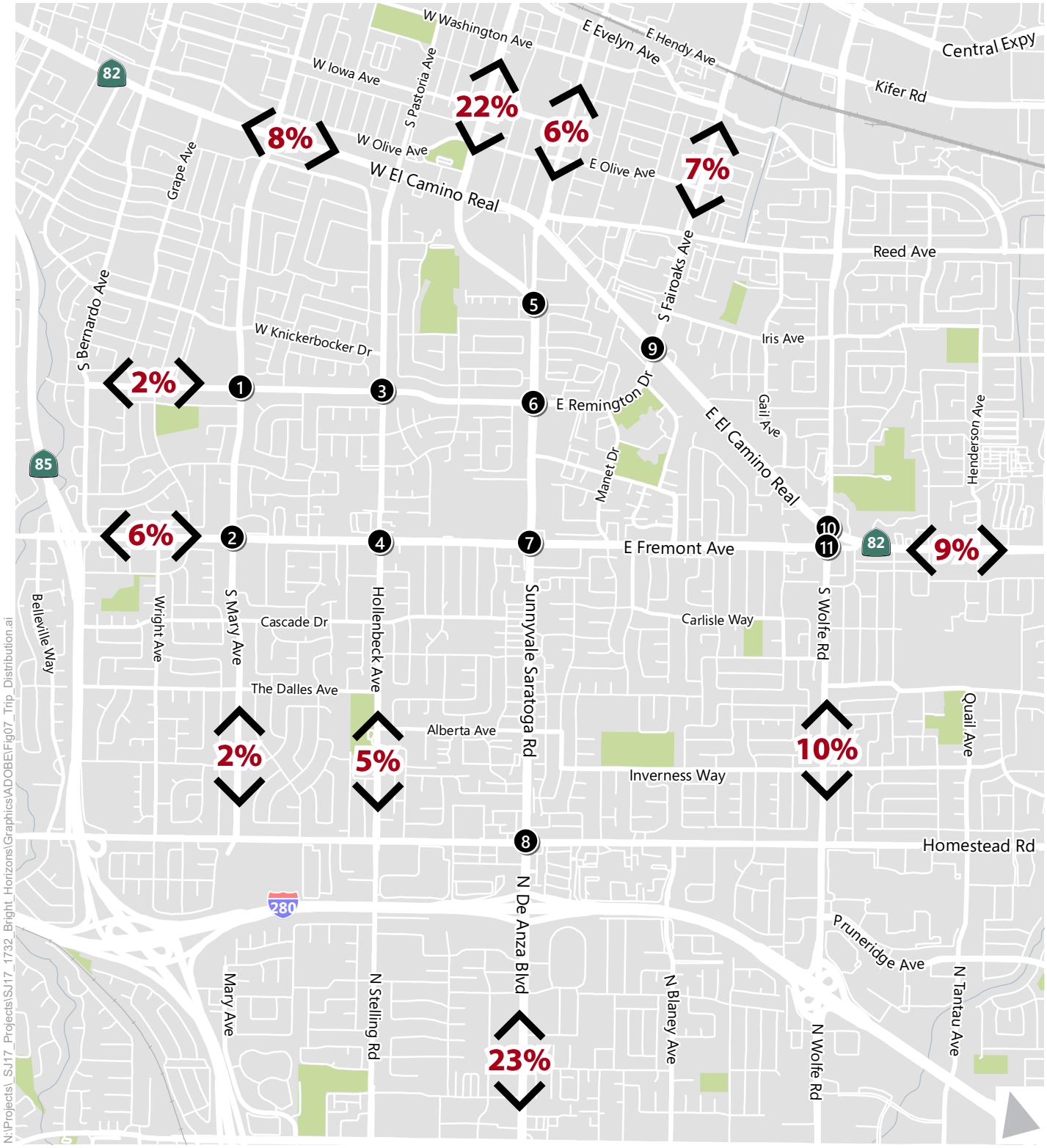
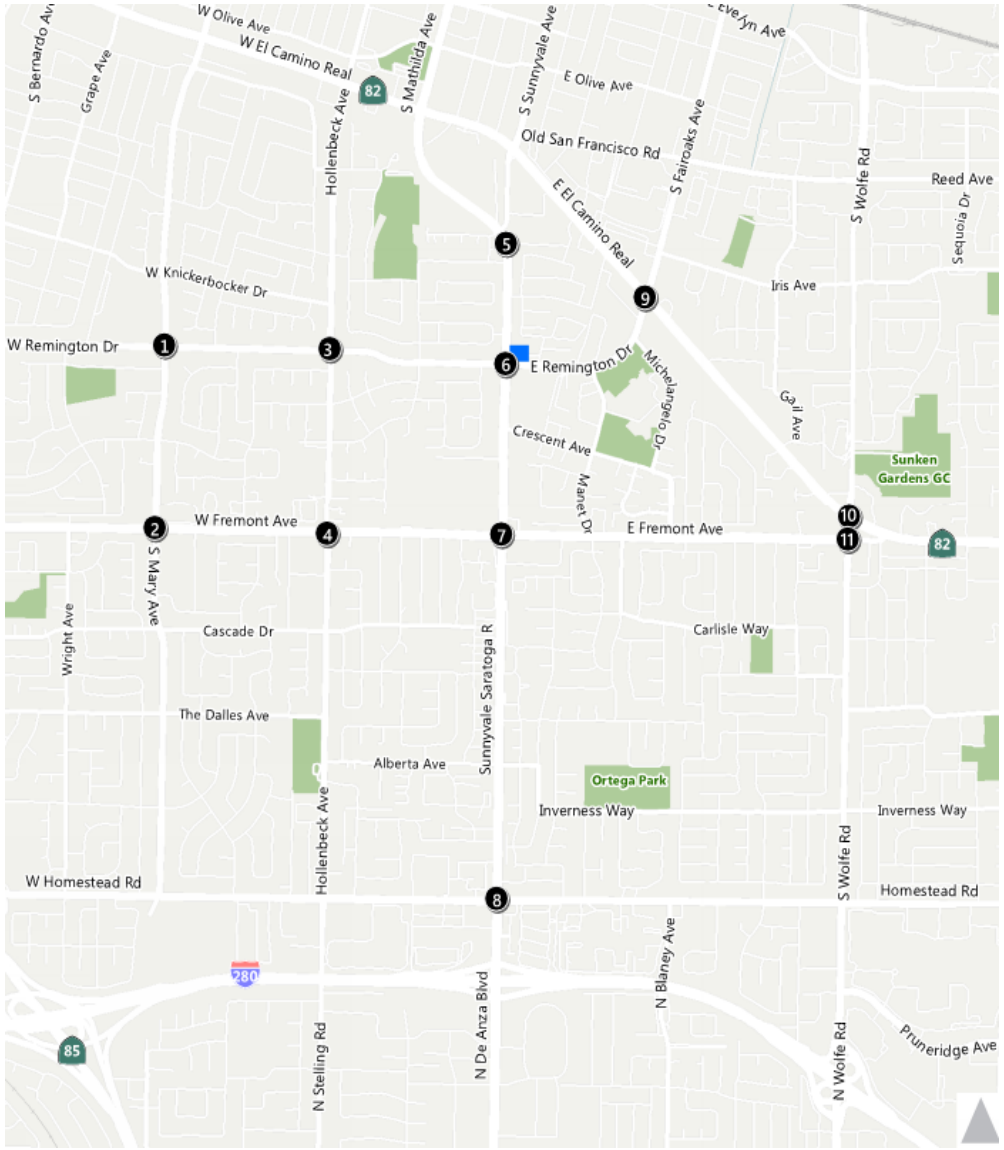
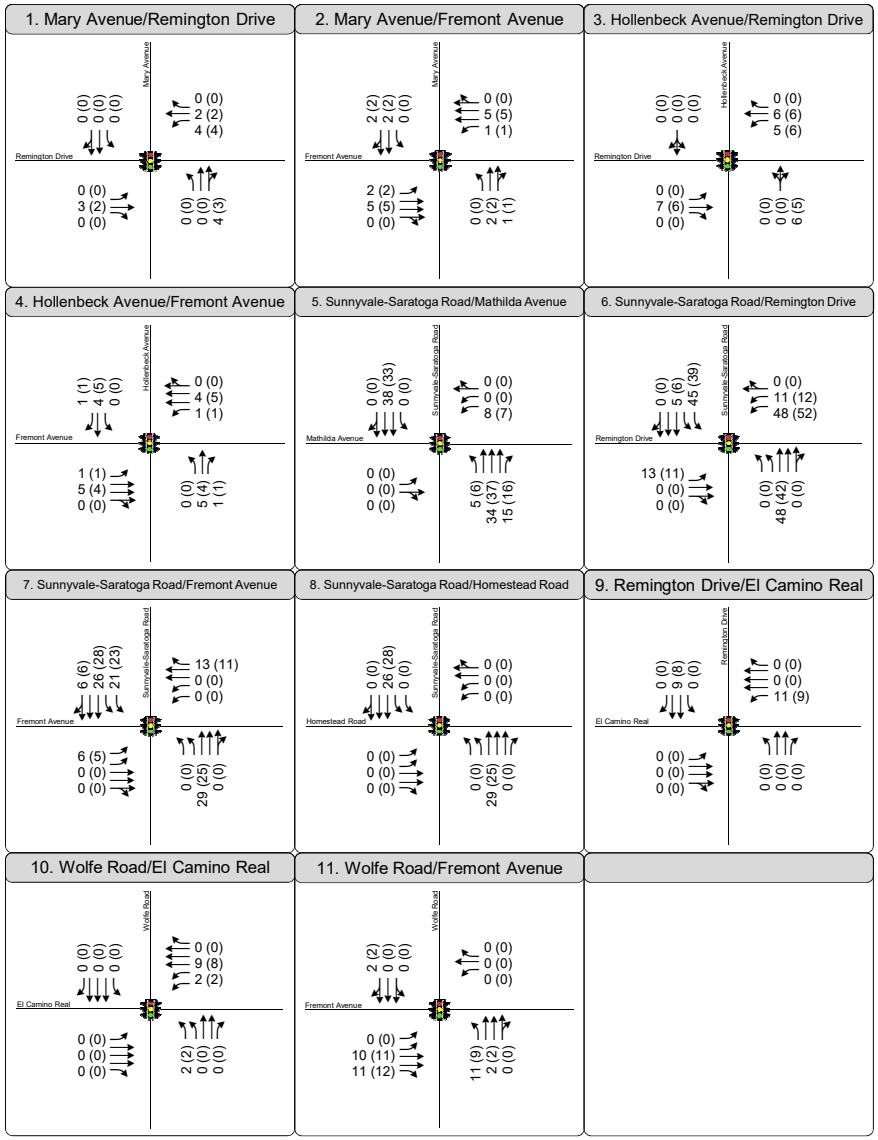


Figure 7

Trip Distribution

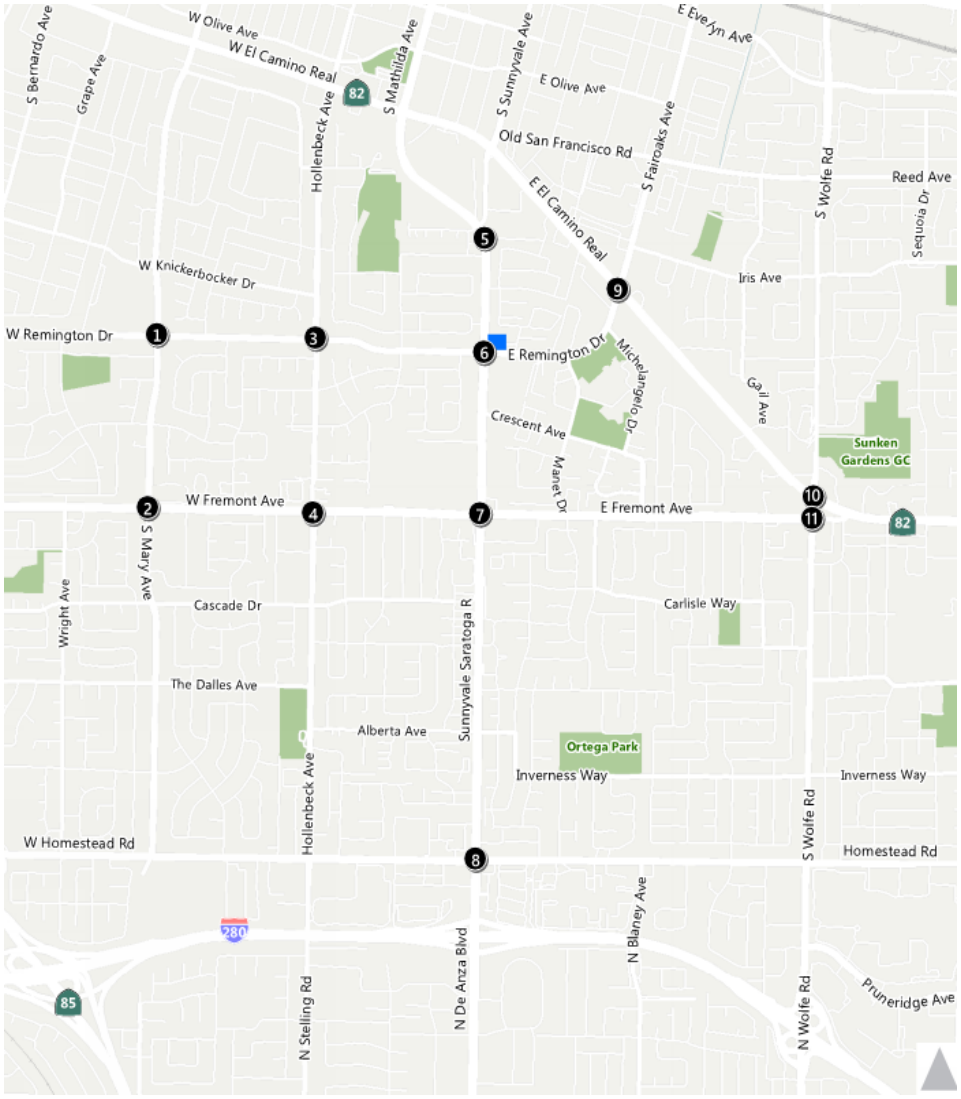


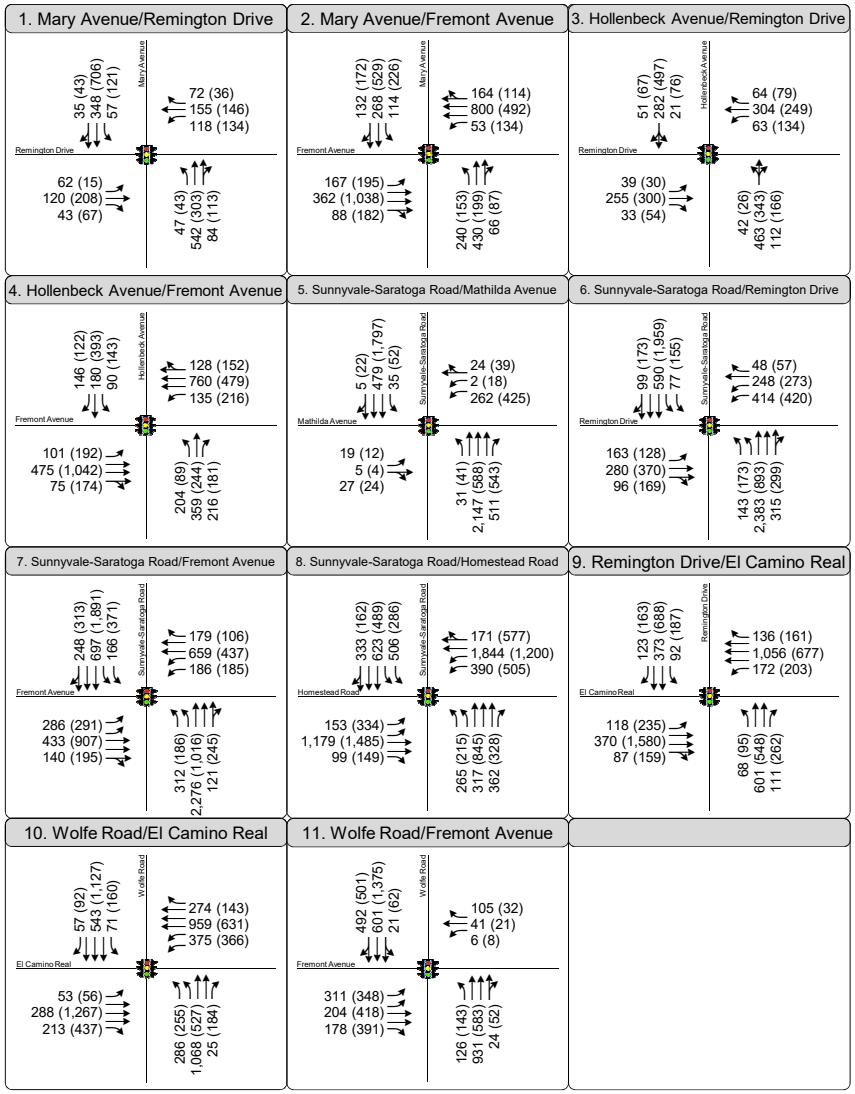


LEGEND

1	Study Intersection	STOP	Stop Sign
→	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume		

Figure 8
Traffic Volumes, Lane Configurations, and Level of Service
Project Trip Assignment without Pass-by Trip Reduction





LEGEND

1	Study Intersection	STOP	Stop Sign
	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume		

Figure 9
Traffic Volumes, Lane Configurations, and Level of Service
Existing Plus Project Conditions

3.2 PROJECT ROADWAY IMPROVEMENTS

The Project is proposing roadway improvements to the westbound approach of Remington Drive at its intersection with Sunnyvale-Saratoga Road. The roadway improvements would change the shared through/right-turn lane on the westbound approach to a dedicated through lane and a dedicated right-turn lane. This proposed lane geometry change was incorporated in the "Plus Project" scenarios for the Existing, Background, and Cumulative scenarios.

3.3 EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE RESULTS

Intersection levels of service were calculated with new traffic added by the Project to evaluate the operating conditions of study intersections and identify potential impacts to the roadway system. The results are presented in **Table 8. Appendix B** contains the corresponding calculation sheets. The results for Existing Conditions are included for comparison purpose, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movement of an intersection, or the movement that requires the most "green time" and has the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing Plus Project Conditions are used to identify significant impacts.

The results of the LOS calculations in **Table 8** indicate that all study intersections would continue to operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for regionally significant and CMP intersections) during the AM and PM peak hours under Existing Plus Project conditions.

3.4 EXISTING PLUS PROJECT INTERSECTION IMPACTS AND MITIGATION MEASURES

Since the LOS calculations indicate that all study intersection would operate at acceptable service levels based on their respective thresholds, the Project has a **less-than-significant impact at all study intersections under Existing Plus Project Conditions** and no mitigation measures are required.

TABLE 8: EXISTING AND EXISTING PLUS PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE

	Intersection Name	Inter-section Control[1]	LOS Standard [2]	Peak Hour[3]	Existing		Existing Plus Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Critical Change V/C[6]	Average Critical Change Delay[7]
#1	Mary Avenue / Remington Drive	Signal	D	AM	27.7	C	27.9	C	0.006	0.2
				PM	28.8	C	28.9	C	0.004	0.2
#2	Mary Avenue / Fremont Avenue	Signal	D	AM	30.2	C	30.2	C	0.004	0.1
				PM	41.8	D	41.9	D	0.003	0.1
#3	Hollenbeck Avenue / Remington Drive	Signal	D	AM	21.8	C+	22.0	C+	0.007	0.2
				PM	34.2	C-	34.7	C-	0.007	0.7
#4	Hollenbeck Avenue / Fremont Avenue	Signal	D	AM	35.0	D+	35.1	D+	0.004	0.1
				PM	37.6	D+	37.7	D+	0.004	0.2
#5	Sunnyvale-Saratoga Road / Mathilda Avenue - Talisman Drive	Signal	E	AM	23.1	C	23.2	C	0.007	0.2
				PM	28.8	C	28.9	C	0.012	0.3
#6	Sunnyvale-Saratoga Road / Remington Drive	Signal	E	AM	41.7	D	42.2	D	0.012	3.0
				PM	43.7	D	44.9	D	0.018	1.7
#7	Sunnyvale-Saratoga Road / Fremont Avenue	Signal	E	AM	48.3	D	48.9	D	0.013	1.1
				PM	46.6	D	46.8	D	0.006	0.0
#8	Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road	Signal	E	AM	48.5	D	48.7	D	0.000	0.0
				PM	50.0	D	50.4	D	0.003	0.5
#9	Remington Drive - Fair Oaks Avenue / El Camino Real	Signal	E	AM	39.8	D	39.9	D	0.000	0.0
				PM	45.5	D	45.8	D	0.006	0.5
#10	Wolfe Road / El Camino Real	Signal	E	AM	48.0	D	48.0	D	0.002	0.1
				PM	44.6	D	44.6	D	0.001	0.1
#11	Wolfe Road / Fremont Avenue	Signal	D	AM	43.3	D	43.8	D	0.000	0.0
				PM	45.2	D	45.6	D	0.005	0.4

Notes:
1. Signal = Signalized Intersection
2. LOS Standard of intersection's jurisdiction.
3. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
4. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized.
5. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.
6. Change in critical volume-to-capacity ratio (V/C) between No Project and Plus Project Conditions.
7. Change in critical movement delay between No Project and Plus Project Conditions.

Source: Fehr & Peers, November 2017.

3.5 EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

According to VTA's *Transportation Impact Analysis Guidelines*, freeway segment level of service analysis is required only if the proposed development project is expected to add traffic equal to or greater than one percent of the freeway segment's capacity. Since the number of trips added by the Project to the freeways in the Project area is estimated at below one percent, a detailed analysis of freeway segment level of service was not performed. A freeway segment capacity evaluation to substantiate this determination is presented in **Table 9**. (All Project trips were assigned to the mixed-flow lanes.) No further freeway analysis is presented.

TABLE 9: EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway Segment	Direction	Peak Hour[1]	Lanes	LOS[3]	Capacity[4]	1% of Capacity	Project Trips
			Mixed[2]	Mixed	Mixed	Mixed	Mixed
I-280, between SR-85 and De Anza Blvd.	EB	AM	3	C	6,900	69	12
		PM	3	**F**	6,900	69	11
	WB	AM	3	**F**	6,900	69	11
		PM	3	D	6,900	69	12
I-280, between De Anza Blvd. and Wolfe Rd.	EB	AM	3	C	6,900	69	11
		PM	3	**F**	6,900	69	13
	WB	AM	3	**F**	6,900	69	13
		PM	3	D	6,900	69	11

Notes:

1. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
2. HOV lanes are not included for this evaluation. All project trips are assumed to be in mixed flow.
3. LOS = Level of Service
4. Measured in passenger cars per mile per lane

Bold font indicates unacceptable operations based on VTA's LOS E Standard.

Source: *2016 Annual Monitoring and Conformance Report*, VTA.

4. BACKGROUND CONDITIONS

This section presents the results of the level of service (LOS) calculations under Background Conditions with and without the Project. Traffic volumes for Background No Project Conditions comprise existing volumes plus traffic generated by "approved but not yet built" and "not occupied" developments in the area to account for local growth in the study area. Background Plus Project Conditions are defined as Background No Project Conditions plus traffic generated by the Project.

4.1 BACKGROUND NO PROJECT TRAFFIC VOLUMES

Staff from the City of Sunnyvale provided a list of "approved but not yet built" and "not occupied" development projects. Trip generation estimates for the projects that would add traffic to study intersections were obtained from their respective TIA reports or estimated based on trip generation rates published in the ITE *Trip Generation Manual* (9th Edition). Trips for each of the background projects were then assigned to the roadway network based on population and employment data, existing and estimated future travel patterns, and recent TIAs completed in the area.

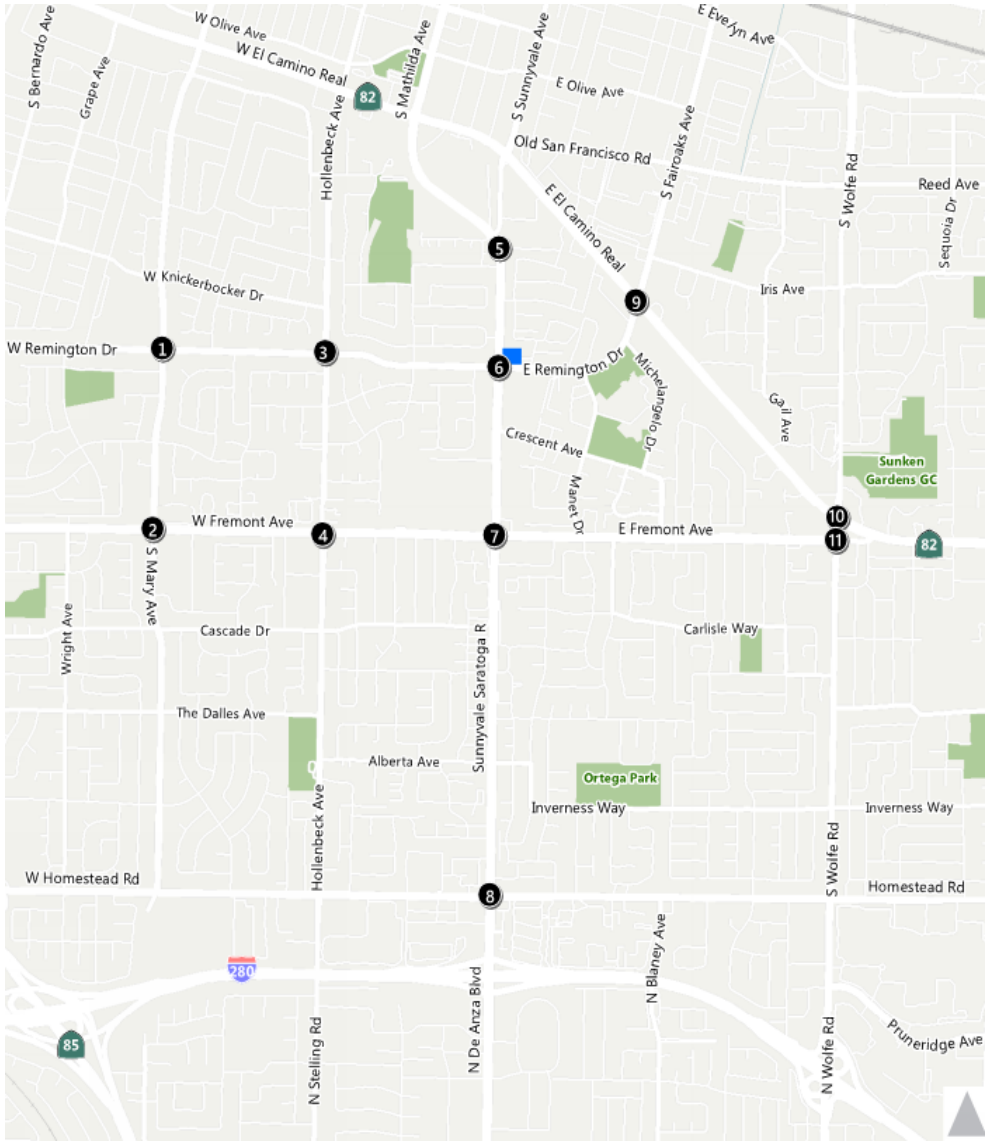
Appendix C contains a full list of approved and not occupied projects included in background volume estimates. Trips for background projects were added to existing volumes discussed above to represent Background No Project Conditions, as shown in **Figure 10**.

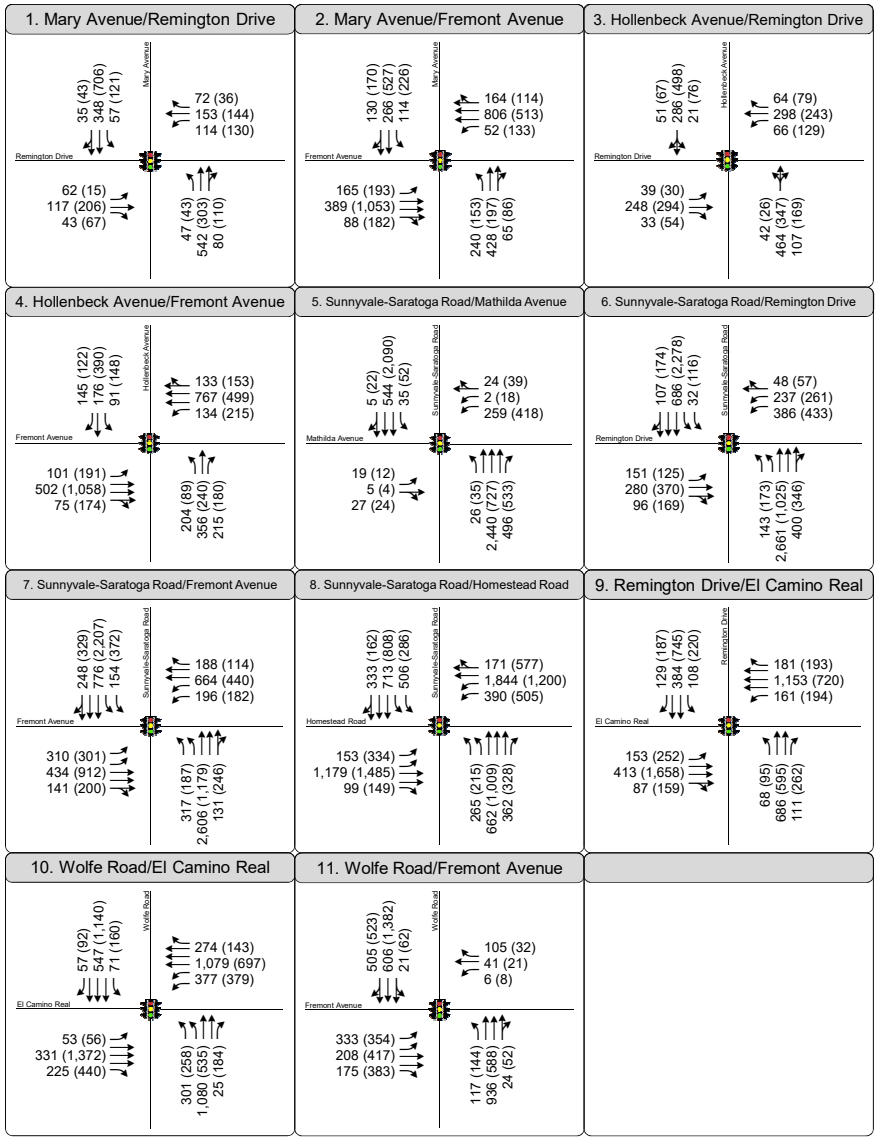
4.2 BACKGROUND IMPROVEMENTS

No approved and funded transportation network improvements were identified for the study area; therefore, the existing roadway network was used for the Background No Project analysis. As noted in **Section 3.2**, the Project proposes to modify the westbound approach at the Sunnyvale-Saratoga Road/Remington Drive intersection to include a dedicated right-turn lane; this improvement was included in the Background Plus Project scenario.

4.3 BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Trips generated from the Project (**Figure 8**) were added to background traffic projections to develop traffic volumes for Background Plus Project Conditions. The resulting volumes are shown on **Figure 11.**

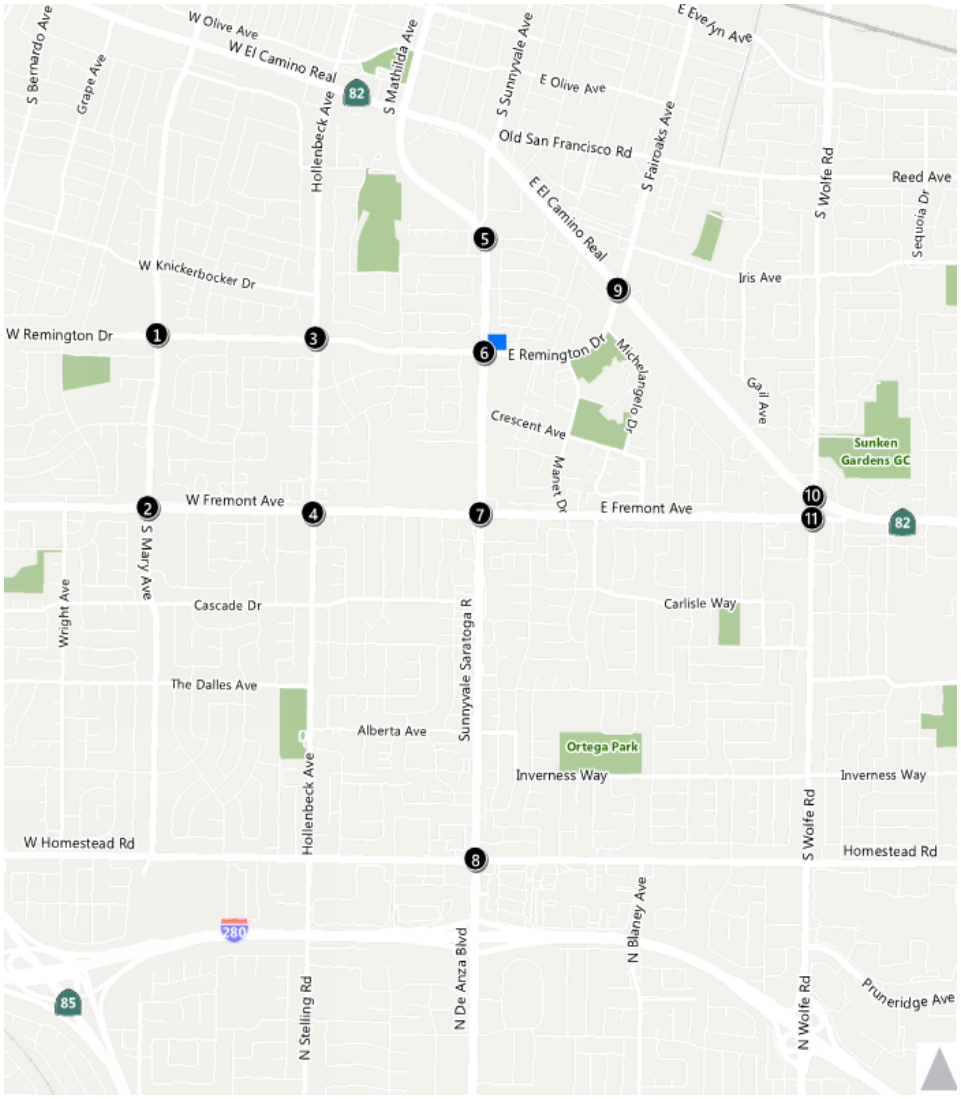


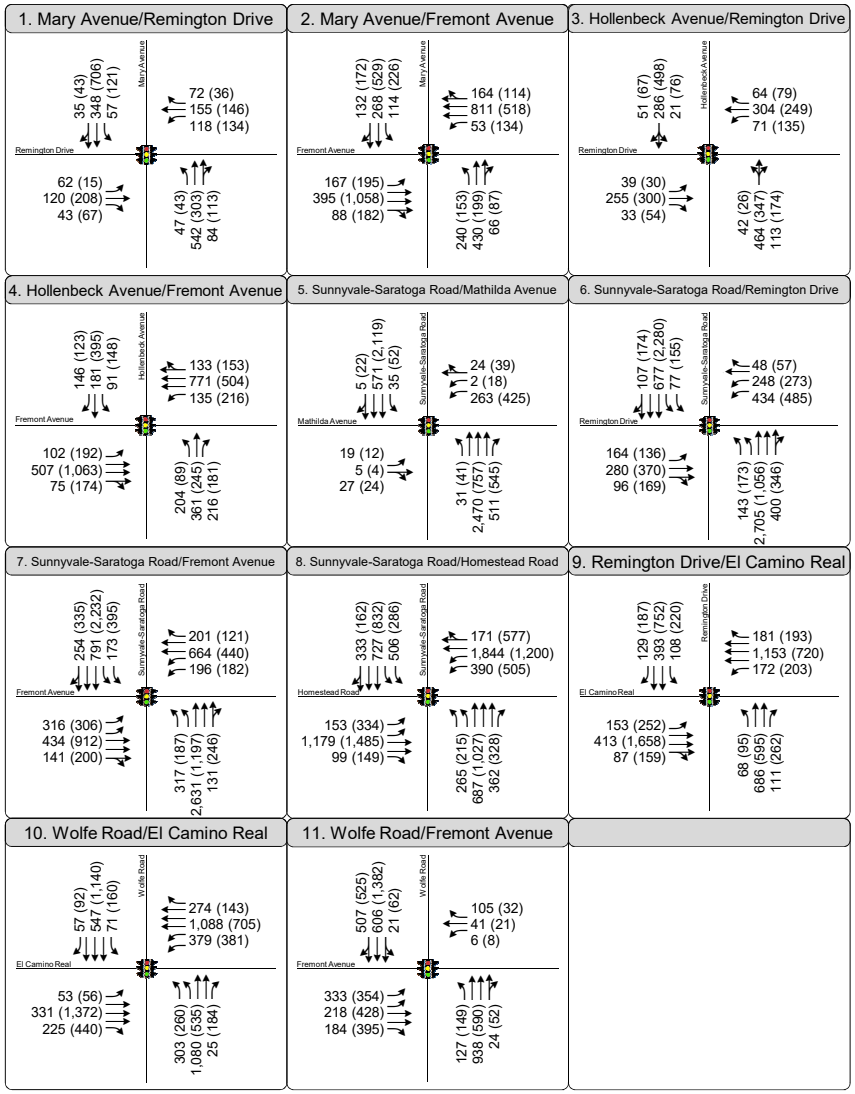


LEGEND

1	Study Intersection	STOP	Stop Sign
	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume		

Figure 10
Traffic Volumes, Lane Configurations, and Level of Service
Background Conditions





LEGEND

1	Study Intersection	STOP	Stop Sign
	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume		

Figure 11
Traffic Volumes, Lane Configurations, and Level of Service
Background Plus Project Conditions

4.4 BACKGROUND PLUS PROJECT INTERSECTION LEVELS OF SERVICE RESULTS

Table 10 presents the level of service calculation results and impact criteria metrics for the study intersections under Background No Project and Background Plus Project Conditions. **Appendix B** contains corresponding calculation sheets.

Under Background and Background Plus Project Conditions, all study intersections operate at acceptable service levels (LOS D or better for City of Sunnyvale intersections and LOS E or better for regionally significant and CMP intersections) during the AM peak and PM peak hours.

4.5 BACKGROUND INTERSECTION IMPACTS AND MITIGATION MEASURES

Since the LOS calculation results indicate that all study intersection operate at acceptable service levels based on their respective thresholds, the Project has a **less-than-significant impact at all study intersections under Background Plus Project Conditions** and no mitigation measures are required.

TABLE 10: BACKGROUND AND BACKGROUND PLUS PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE RESULTS

	Intersection Name	Inter-section Control[1]	LOS Standard[2]	Peak Hour[3]	Background		Background Plus Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Critical Change V/C[6]	Average Critical Change Delay[7]
#1	Mary Avenue / Remington Drive	Signal	D	AM	27.7	C	27.9	C	0.006	0.2
				PM	28.8	C	28.9	C	0.004	0.2
#2	Mary Avenue / Fremont Avenue	Signal	D	AM	30.2	C	30.2	C	0.004	0.1
				PM	41.7	D	41.8	D	0.003	0.1
#3	Hollenbeck Avenue / Remington Drive	Signal	D	AM	21.8	C+	22.1	C+	0.007	0.2
				PM	34.2	C-	34.7	C-	0.007	0.7
#4	Hollenbeck Avenue / Fremont Avenue	Signal	D	AM	35.1	D+	35.1	D+	0.004	0.1
				PM	37.6	D+	37.7	D+	0.005	0.2
#5	Sunnyvale-Saratoga Road / Mathilda Avenue - Talisman Drive	Signal	E	AM	22.1	C+	22.2	C+	0.007	0.2
				PM	27.4	C	27.6	C	0.012	0.4
#6	Sunnyvale-Saratoga Road / Remington Drive	Signal	E	AM	44.0	D	45.1	D	0.018	3.9
				PM	45.4	D	46.8	D	0.018	2.2
#7	Sunnyvale-Saratoga Road / Fremont Avenue	Signal	E	AM	50.4	D	51.4	D-	0.013	1.6
				PM	47.2	D	47.6	D	0.006	0.2
#8	Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road	Signal	E	AM	54.0	D-	54.6	D-	0.005	1.2
				PM	55.0	E+	55.5	E+	0.003	0.6
#9	Remington Drive - Fair Oaks Avenue / El Camino Real	Signal	E	AM	41.2	D	41.3	D	0.000	0.0
				PM	47.0	D	47.3	D	0.006	0.5
#10	Wolfe Road / El Camino Real	Signal	E	AM	48.5	D	48.6	D	0.002	0.0
				PM	44.8	D	44.8	D	0.001	0.1
#11	Wolfe Road / Fremont Avenue	Signal	D	AM	43.9	D	44.2	D	0.007	0.8
				PM	45.6	D	46.0	D	0.005	0.4

Notes:
1. Signal = Signalized Intersection
2. LOS Standard of intersection's jurisdiction.
3. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
4. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized.
5. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.
6. Change in critical volume-to-capacity ratio (V/C) between No Project and Plus Project Conditions.
7. Change in critical movement delay between No Project and Plus Project Conditions.

Source: Fehr & Peers, November 2017.

5. CUMULATIVE CONDITIONS

This section presents the results of the LOS calculations under Cumulative Conditions with and without the Project. Cumulative No Project Conditions are defined as conditions within the next ten years (2027). Traffic volumes for Cumulative No Project Conditions comprise existing volumes, added background volumes, volumes from pending ("not yet approved") developments in the area, and a ten-year growth factor. Cumulative Plus Project Conditions are defined as Cumulative No Project Conditions plus traffic generated by the Project.

5.1 CUMULATIVE NO PROJECT TRAFFIC VOLUMES

Cumulative traffic volumes were developed by applying a ten-year growth factor to existing volumes, adding vehicle trips from the Background No Project growth assumptions ("approved but not yet built" and "not occupied" development projects), and vehicle trips from pending development projects in the study area. The development of Cumulative No Project volumes is discussed in more detail below.

5.1.1 CUMULATIVE TRAFFIC GROWTH

Based on forecasts from Sunnyvale's travel demand model, the City uses an annual growth rate of 1.5 percent to estimate regional traffic growth on roadways in the City. Using 2017 as the base year for Existing Conditions, a ten-year growth factor (to 2027) was applied to all movements at all study intersections.

5.1.2 PENDING PROJECTS

In addition to vehicle trips from "approved but not yet built" and "not occupied" development projects discussed under Background Conditions, vehicle trips from pending development projects in the study area were added to study intersections. Similar to approved developments, trip generation estimates from pending development projects that would add traffic to study intersections were obtained from their respective TIA reports or estimated based on trip generation rates published in the ITE *Trip Generation Manual* (9th Edition). Trips for each of the projects were then assigned to the roadway network based on population and employment data, existing and estimated future travel patterns, and recent TIAs completed in the area. **Appendix C** contains a full list of pending projects from the City of Sunnyvale.

5.1.3 SUMMARY OF CUMULATIVE NO PROJECT TRAFFIC VOLUMES

Trips for each of the approved, not occupied, and pending development projects were added to existing volumes, which were multiplied by the annual growth rates discussed above to represent Cumulative No Project Conditions, as shown on **Figure 12.**

5.2 CUMULATIVE IMPROVEMENTS

No approved or reasonably foreseeable transportation network improvements were identified for the study area; therefore, the existing roadway network was used for the Cumulative No Project analysis. As noted in **Section 3.2**, the Project proposes to modify the westbound approach at Sunnyvale-Saratoga Road/Remington Drive to include a dedicated right-turn lane; this improvement was included in Cumulative Plus Project scenario.

5.3 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Vehicle trips generated from the Project (**Figure 8**) were added to Cumulative No Project traffic projections (**Figure 12**) to develop traffic volumes for Cumulative Plus Project Conditions. The resulting volumes are shown on **Figure 13.**

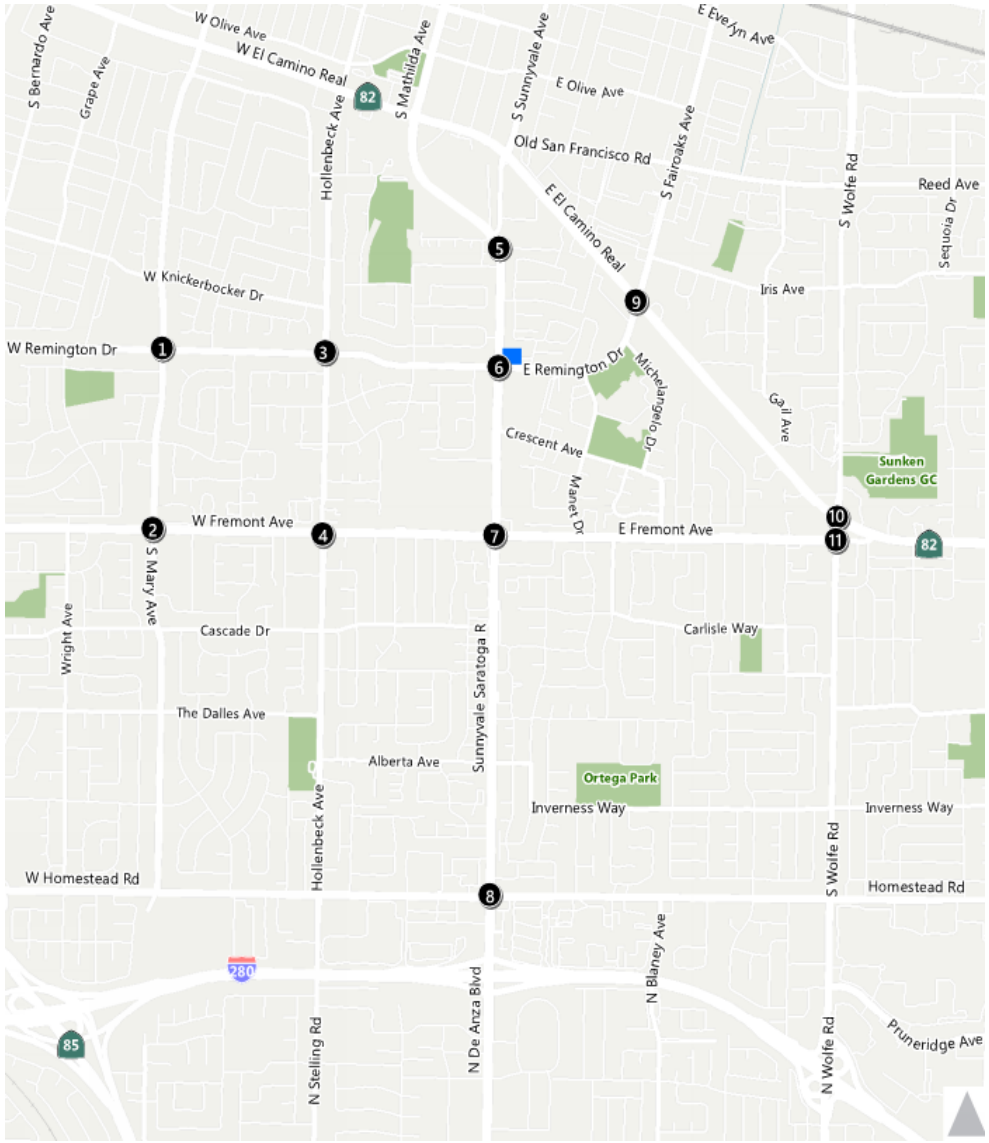
5.4 CUMULATIVE INTERSECTION LEVELS OF SERVICE AND IMPACTS

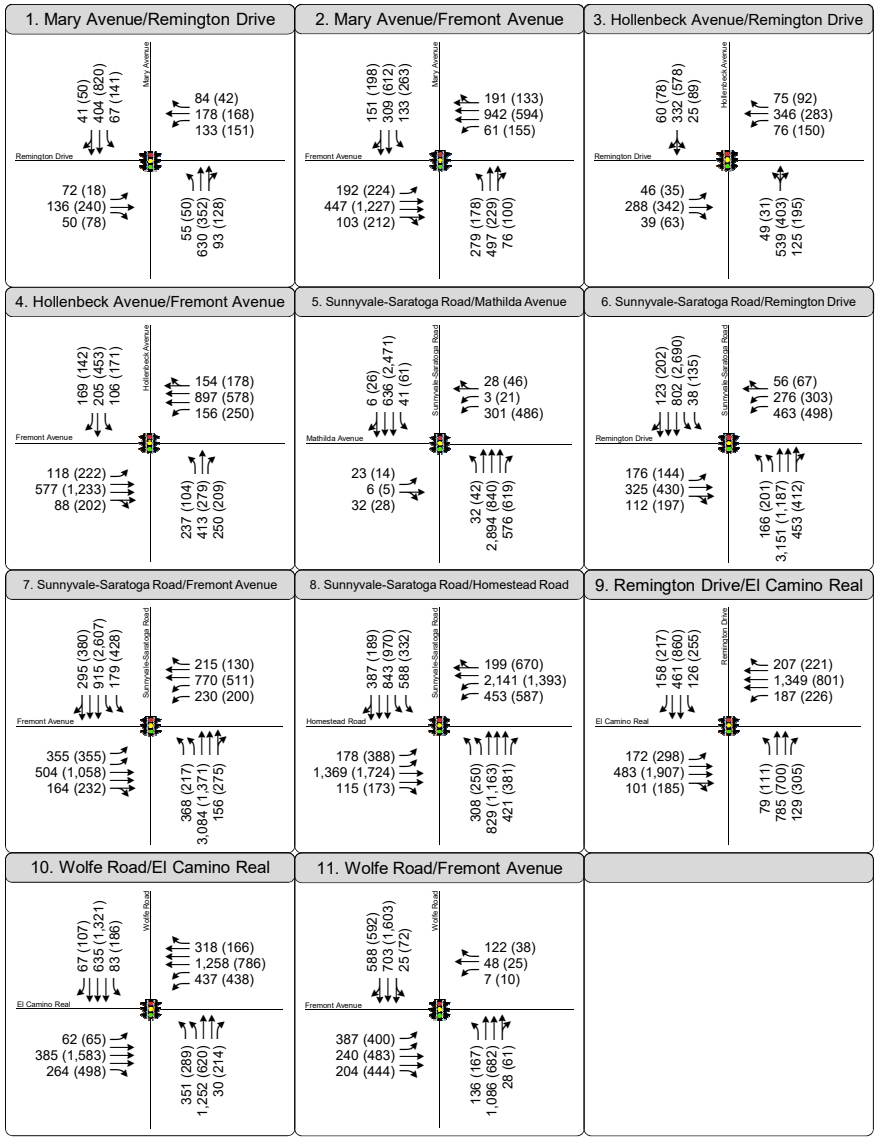
Table 11 shows the level of service calculation results and impact criteria metrics for the study intersections under Cumulative No Project and Cumulative Plus Project Conditions. **Appendix B** contains corresponding calculation sheets. Results indicate that Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road intersection (#8) would operate at unacceptable service levels (LOS F for regionally significant and CMP intersections) during Cumulative No Project and Cumulative Plus Project Scenarios. All other study intersections would operate at acceptable service levels during AM and PM peak hours, without and with the Project.

5.5 CUMULATIVE PLUS PROJECT INTERSECTION IMPACTS AND MITIGATION MEASURES

As discussed in **Section 5.4**, the Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road intersection (#8) would operate at unacceptable LOS F during the Cumulative No Project and Cumulative Plus Project scenarios. However, the Project is not estimated to change the intersection's critical V/C ratio by more than 0.010 (0.005 for AM peak hour and 0.003 for PM peak hour) or critical delay by more than four seconds (2.1 seconds for AM peak hour and 1.3 seconds for PM peak hour); thus the Project is considered to have a **less-than-significant impact at the Sunnyvale-Saratoga Road – De Anza Boulevard /Homestead Road intersection under Cumulative Plus Project Conditions**, and no mitigation measures are required.

Since, all other study intersections operate at acceptable service levels based on their respective thresholds, the Project has a **less-than-significant impact at all remaining study intersections under Cumulative Plus Project Conditions** and no mitigation measures are required.



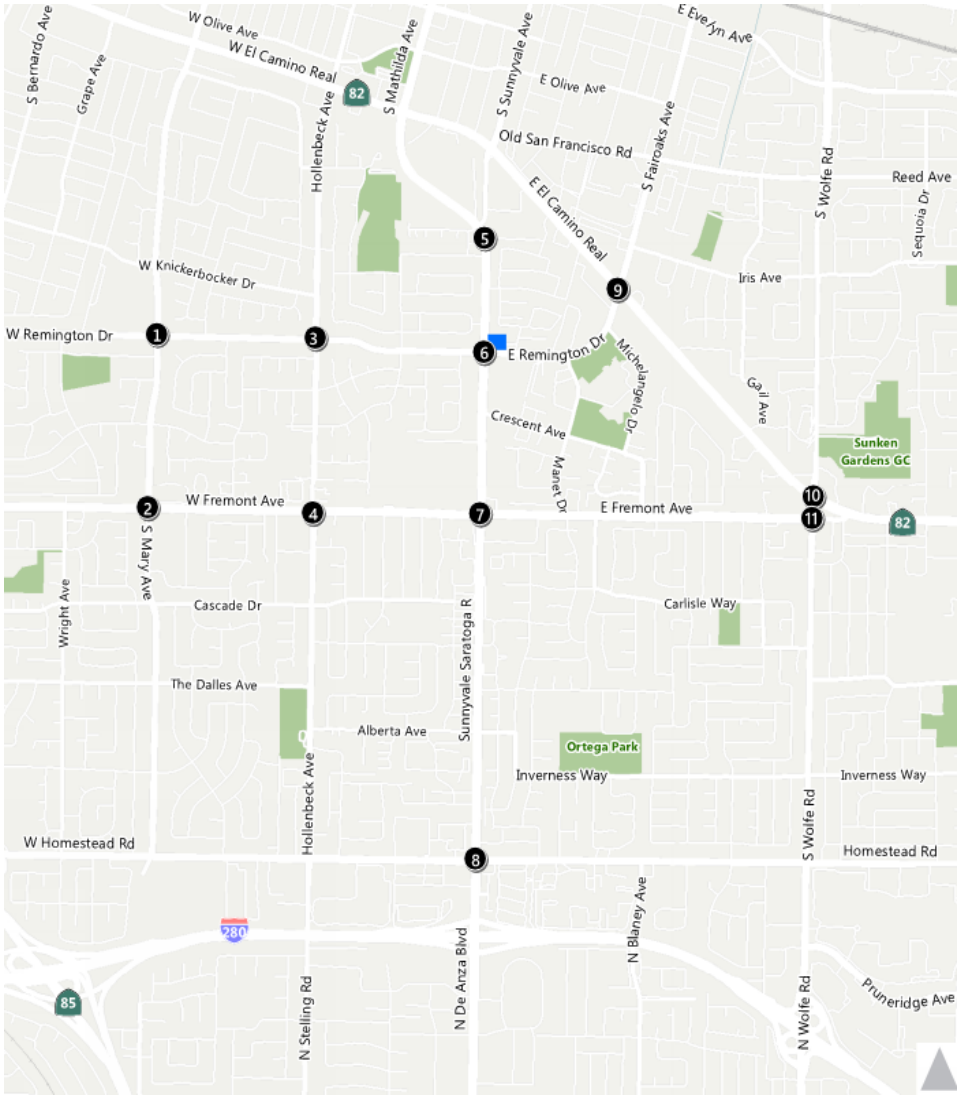


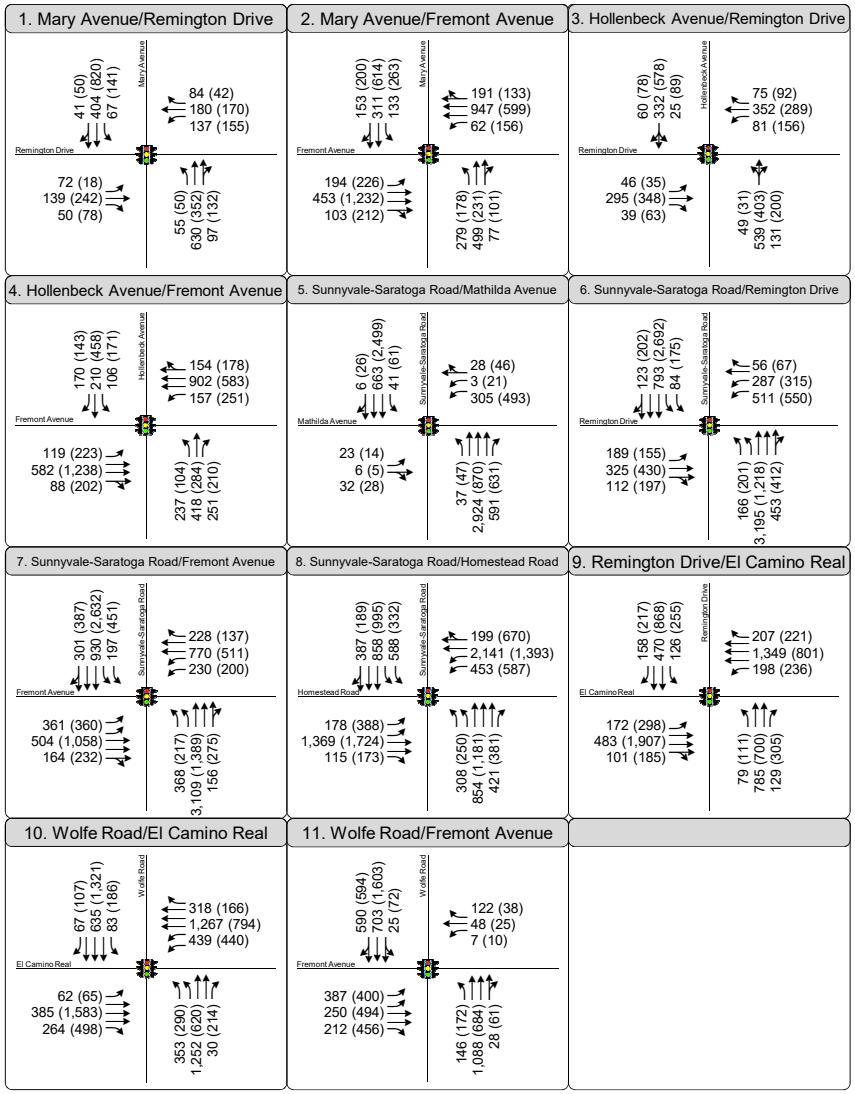
LEGEND

1	Study Intersection	STOP	Stop Sign
	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume		

Figure 12

Traffic Volumes, Lane Configurations, and Level of Service
Cumulative Conditions





LEGEND

1	Study Intersection	STOP	Stop Sign
	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume		

Figure 13
Traffic Volumes, Lane Configurations, and Level of Service
Cumulative Plus Project Conditions

TABLE 11: CUMULATIVE AND CUMULATIVE PLUS PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE RESULTS

	Intersection Name	Inte-rsection Control[1]	LOS Standard[2]	Peak Hour[3]	Cumulative		Cumulative Plus Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Critical Change V/C[6]	Average Critical Change Delay[7]
1	Mary Avenue / Remington Drive	Signal	D	AM	28.0	C	28.2	C	0.006	0.2
				PM	29.7	C	29.9	C	0.004	0.2
2	Mary Avenue / Fremont Avenue	Signal	D	AM	31.7	C	31.8	C	0.004	0.1
				PM	44.2	D	44.3	D	0.003	0.1
3	Hollenbeck Avenue / Remington Drive	Signal	D	AM	23.8	C	24.1	C	0.007	0.3
				PM	37.2	D+	37.7	D+	0.007	0.8
4	Hollenbeck Avenue / Fremont Avenue	Signal	D	AM	36.3	D+	36.4	D+	0.005	0.1
				PM	40.5	D	40.7	D	0.005	0.2
5	Sunnyvale-Saratoga Road / Mathilda Avenue - Talisman Drive	Signal	E	AM	24.0	C	24.2	C	0.007	0.3
				PM	29.3	C	29.6	C	0.011	0.5
6	Sunnyvale-Saratoga Road / Remington Drive	Signal	E	AM	69.8	E	71.9	E	0.019	4.7
				PM	58.4	E+	61.5	E	0.018	5.6
7	Sunnyvale-Saratoga Road / Fremont Avenue	Signal	E	AM	67.5	E	70.2	E	0.013	4.4
				PM	57.5	E+	58.5	E+	0.006	1.1
8	Sunnyvale-Saratoga Road – De Anza Boulevard / Homestead Road	Signal	E	AM	**89.4**	**F**	**90.6**	**F**	**0.005**	**2.1**
				PM	**86.0**	**F**	**87.3**	**F**	**0.003**	**1.3**
9	Remington Drive - Fair Oaks Avenue / El Camino Real	Signal	E	AM	42.5	D	42.6	D	0.000	0.0
				PM	53.5	D-	54.1	D-	0.006	1.0
10	Wolfe Road / El Camino Real	Signal	E	AM	50.7	D	50.7	D	0.002	0.1
				PM	47.6	D	47.7	D	0.001	0.1
11	Wolfe Road / Fremont Avenue	Signal	D	AM	45.3	D	45.5	D	0.007	0.7
				PM	48.9	D	49.3	D	0.005	0.4

Notes:
1. Signal = Signalized Intersection
2. LOS Standard of intersection's jurisdiction.
3. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
4. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized.
5. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.
6. Change in critical volume-to-capacity ratio (V/C) between No Project and Plus Project Conditions.
7. Change in critical movement delay between No Project and Plus Project Conditions.
8. **Bold** font indicates unacceptable operations based on the appropriate jurisdiction's LOS standards.

Source: Fehr & Peers, November 2017.

6. SITE ACCESS, ON-SITE CIRCULATION, AND PARKING ASSESSMENT

This section discusses site access and on-site circulation for all travel modes and parking.

6.1 VEHICLE, PEDESTRIAN, AND BICYCLE ACCESS AND CIRCULATION

Fehr & Peers reviewed the site plan and circulation plan provided by the applicant, shown on **Figure 2** and **Figure 14.** The plans indicate the locations of the Project driveways and the internal circulation systems for vehicle, pedestrian and bicycle traffic. The Project's site access, driveways and pick-up/drop-off circulation are discussed below.

6.1.1 VEHICLE SITE ACESS AND CIRCULATION

Vehicle access to the Project Site would be provided via two driveways; one on Sunnyvale-Saratoga Road and the other on Remington Drive. Service and emergency vehicles would access the Project Site at either driveway. By placing driveways on both Sunnyvale-Saratoga Road and Remington Drive, vehicles would be able to enter the Project Site through one driveway and exit out the other without needing to make a U-turn on-site.

6.1.1.1 Parking Lot Design

As proposed the Project would provide 60 90-degree vehicle parking spaces. Sunnyvale's Municipal Code Section 19.46.120 provides parking lot design requirements. Per Sunnyvale's Municipal Code parking spaces are required to be 8.5 feet wide and 18 feet long. As shown on the site plan, the Project meets the width requirement (9 feet wide proposed), but not the depth requirement (16 feet depth proposed).

The proposed parking aisle width is 24 feet, which meets the City's 24-foot requirement. Both driveways would be 24 feet wide and would exceed the City's requirement of 20 feet. Both driveways would be restricted to right-in/right-out movements, since the adjacent streets have raised landscaped medians.

The Project driveways' vision triangles should be cleared of obstructions, including existing landscaping, to maintain adequate sight distances per Sunnyvale Municipal Code Section 19.34.060.

6.1.1.2 Driveway Design

The City of Sunnyvale Traffic Division requires 50 feet of driveway throat depth to provide adequate spacing between vehicles entering and exiting the site and vehicles accessing parking spaces near the driveway. Each driveway is discussed in more detail below in regards to the provided throat depth.

6.1.1.2.1 Sunnyvale-Saratoga Road Driveway

The driveway on Sunnyvale-Saratoga Road has a throat depth of approximately 25 feet in the outbound direction and 32 feet in the inbound direction.

As proposed, the first two parking spaces nearest Sunnyvale-Saratoga Road on the north side of the site would be designated for staff parking. Staff generally arrive before the drop-off peak in the morning and leave after the pick-up peak in the afternoon. Each parking space is nine feet wide; thus the effective throat depth for the outbound driveway to Sunnyvale-Saratoga Road is about 43 feet (25 feet + 2 spaces x 9 feet) and would be seven feet less than required by the City. Thus, we recommend that the space adjacent to the proposed staff parking spaces also be designated as staff parking (for a total of three staff parking on the northwest corner of the Project Site).

For the outbound direction the 32-foot through depth is about 18 feet short of the required depth. Designating the first two spaces on the south side of the Sunnyvale-Saratoga Road entrance as staff parking would increase the effective throat depth to 50 feet (32 feet + 2 spaces x 9 feet) and would meet the City's requirement.

6.1.1.2.2 Remington Drive Driveway

The throat-depth of the Remington Drive driveway is approximately 30 feet for the inbound direction and 50 feet for the outbound direction. The first two parking spaces nearest the Remington Drive driveway are designated for staff parking, thus the effective through depth is 48 feet, since each parking space is 9-feet wide (30 feet + 2 spaces x 9 feet). The site plan should be modified to determine if an additional 2-foot depth can be provided on the site.

The driveway along Remington Drive would be located approximately 200 feet from the Sunnyvale-Saratoga Road/Remington Drive intersection. Based on the queue estimates from the LOS results presented in **Sections 3, 4, and 5**, the queues from the westbound approach could spill back to the driveway and block movements into and out of the driveway.

6.1.2 PEDESTRIAN ACCESS AND CIRCULATION

Pedestrians would access the Project Site via standard five-foot wide sidewalks without a landscaped buffer between pedestrians and vehicles along Sunnyvale-Saratoga Road and Remington Drive. All four corners at

the Remington Drive and Sunnyvale-Saratoga Road intersection and the Project driveway on Remington Drive have wide curb turn radii that allow for higher speed vehicular turns. The Project provides walkways on three of four sides of the exterior play area (no access is provided along the eastern edge of the play area), and around all but the southwest corner of the child care center building. The main pedestrian entrance is located on the interior corner of the child care center facing the playground, and is accessible by north-south and east-west sidewalks that connect to sidewalks along the Project frontage. Overall, the pedestrian circulation around the site and buildings is sufficient.

Parking is provided at the dedicated pick-up/drop-off spaces north of the child care center and playground, which are directly accessible via the internal walkways. In addition to the pick-up/drop-off parking spaces, parents/guardians could use the parking spaces along the parking aisles on the north and east perimeters of the site. To access the perimeter spaces from the child care center parents/guardians would need to walk across the parking aisle. The Project should consider installing speed tables across the drive aisles where the walkways lead into the parking lot. This would help control speeds and increase visibility of pedestrians that are walking across the drive aisles.

6.1.3 BICYCLE ACCESS AND CIRCULATION

Bicyclists would have access to the site via both vehicle driveways. Bicycle parking is provided at the northeast corner of the site near the trash enclosure. Bicyclists would then need to cross the parking lot to access the child care center. The Project should consider moving the bicycle parking closer to the building entrance where bicyclists would not be required to cross the parking lot. For example, the designated pick-up/drop-off space furthest to the east could be converted to provide bicycle parking and the parking spot could be moved to the location where the bicycle parking is currently proposed.

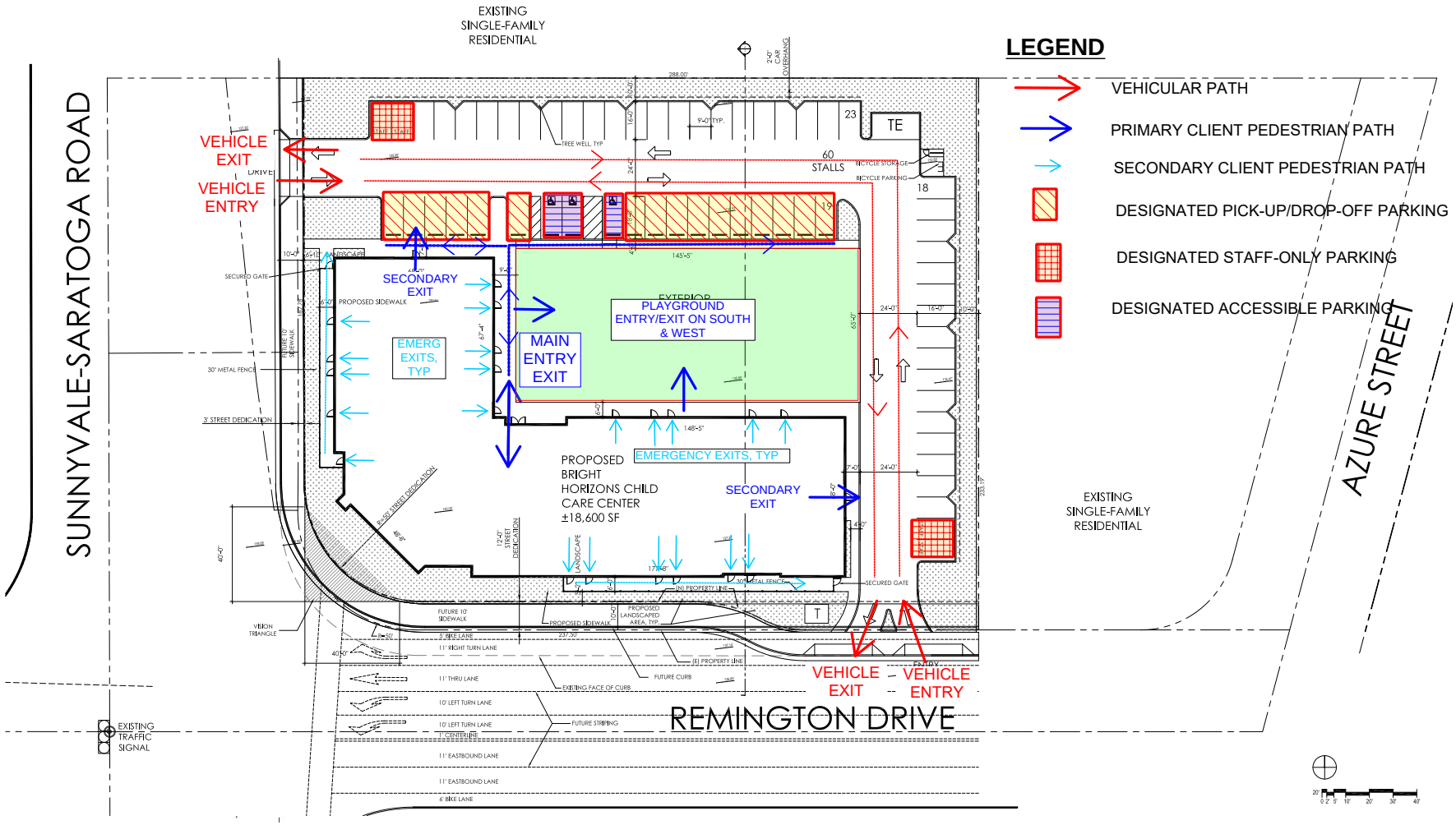


Figure 14

1010 Sunnyvale-Saratoga Road
Site Circulation Plan

6.2 PARKING ASSESSMENT

Off-street vehicle and bicycle parking requirements for the Project are contained in the Sunnyvale Municipal Code Section 19.46.100

6.2.1 VEHICLE PARKING

The Project Site plan shows 60 total parking stalls. **Table 12** summarizes the proposed on-site parking compared to the standards specified in the Sunnyvale Municipal Code for Child Care Centers.

TABLE 12:
PARKING REQUIREMENTS

Land Use	Size	City of Sunnyvale Municipal Code[1]		Proposed On-site Parking	Meets Standard?
		Parking Requirement Rate	Calculated Project Requirement		
Child Care Center	240 children	0.25 per child	60	60	Yes

Notes:
1. Sunnyvale Municipal Code Section 19.46.100(c)
Source: Fehr & Peers, November 2017.

According to the calculations in **Table 12**, the Project would satisfy the parking requirements specified by the Sunnyvale Municipal Code.

6.2.2 BICYCLE PARKING

The City has both Class I and Class II bicycle parking requirements. Class I facilities are designed to protect parked bicycles from theft, vandalism, and inclement weather and are appropriate for long-term storage. Examples include bike lockers, rooms with key access, guarded parking areas, and valet/check-in parking. Class II parking facilities provide a place to lock a bicycle and include bicycle racks to which the frame and at least one wheel can be secured with a user-provided lock. **Table 13** summarizes proposed on-site bicycle parking shown on the Project Site plan compared to required on-site bicycle parking based on the Sunnyvale Municipal Code.

TABLE 13:
BICYCLE PARKING REQUIREMENTS

Land Use	Size	City of Sunnyvale Municipal Code		Class I Supply	Class II Supply	Meets Standard?
		Bike Parking Requirement Rate	Calculated Project Requirement			
Non-residential	60 vehicle parking spaces	Five percent of the total vehicle parking spaces.[2]	3 Class II	1	3	Yes

Notes:

1. Sunnyvale Municipal Code Section 19.46.150(c)(2)
2. A minimum of 75 percent of Class II spaces shall be provided.

Source: Sunnyvale Municipal Code Section 19.46.100(c); Fehr & Peers, November 2017.

According to the calculations in **Table 13** the Project would satisfy the bicycle parking requirements specified by the Sunnyvale Municipal Code.

7. MULTI-MODAL IMPACT EVALUATION AND OTHER OPERATIONAL CONSIDERATIONS

This section describes the multi-modal impact evaluation along with other operational considerations such as transit vehicle delay and left-turn queuing.

7.1 MUTI-MODAL IMPACT EVALUATION

This section discusses multi-modal impacts related to pedestrian, bicycle, and transit networks within the study area.

7.1.1 PEDESTRIAN AND BICYCLE IMPACTS

Pedestrian and bicycle impacts are considered significant if the proposed Project would potentially disrupt existing pedestrian and bicycle facilities, eliminate existing pedestrian and/or bicycle facilities, interfere with planned pedestrian and bicycle facilities, increase conflicts between drivers, pedestrians, and/or bicyclists, or create inconsistencies or conflicts with adopted pedestrian and bicycle system plans, guidelines, policies, or standards.

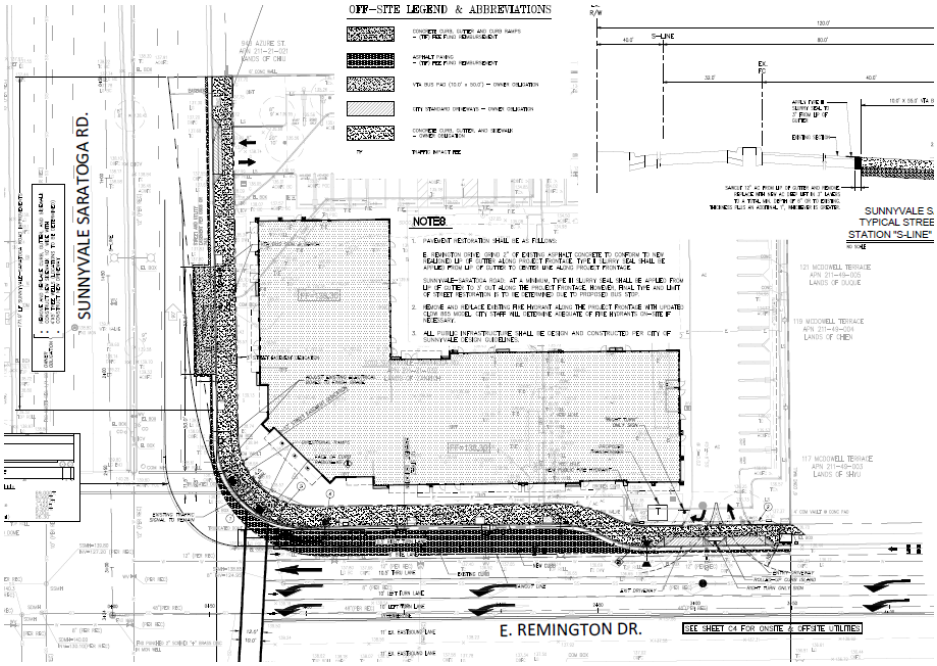
As discussed in **Sections 6.1.2 and 6.1.2**, the Project provides adequate pedestrian and bicycle access to the Project Site and is considered to have **less-than-significant impacts to existing pedestrian and bicycle network**.

The Project proposes to make modifications to the north-east corner of the Sunnyvale-Saratoga Road/Remington Drive intersection to provide a dedicated right-turn lane. As part of the improvements, the Project includes a standard five-foot sidewalk along the Project frontage on Remington Drive. However, to enhance the pedestrian facilities, a landscape buffer should be provided between the sidewalk and roadway as part of the improvements along Remington Drive. In addition, the proposed curb radii on the northeast corner of Remington Drive and Sunnyvale-Saratoga should be reduced to reduce the pedestrian crossing distance and to limit higher-speed right-turns.

Similarly, the Project driveway on Remington Drive has wide curb radii that should be reduced to limit higher speed turns from Remington Drive into the site.

The project also has secondary impacts related to the proposed widening of the westbound approach of Remington Drive at Sunnyvale-Saratoga Road. The provision of the dedicated right-turn lane would increase the pedestrian crossing distance of Remington Drive by approximately 10 feet. Thus the signal timing and associated pedestrian crossing times at the Sunnyvale-Saratoga/Remington Drive intersection would need to be modified to accommodate the added crossing time.

Additionally, the applicant has submitted an updated site plan (see below) that shows a six-foot bike lane that would travel between the right-turn and though lane at the intersection approach, rather than directly adjacent to the curb, which is not recommended. Additional modifications, such as green "skip-striping" and a green bike lane should be incorporated into the design to highlight the presence of bicyclists in this conflict zone.



7.1.2 TRANSIT IMPACTS

Transit impacts are considered significant if the proposed Project conflicts with existing or planned transit facilities and/or does not provide adequate facilities for pedestrians and bicyclists to access existing or planned transit routes and stops.

The closest transit facilities are bus stops at the Sunnyvale-Saratoga Road/Remington Drive intersection served by VTA Route 55 and two bus stops at Azure Street/Remington Drive served by VTA Route 55. The bus stops at the Sunnyvale-Saratoga Road/Remington Drive are located south of the intersection, and bus stops at Azure Street / Remington Drive are located east of the intersection. The bus stops are less than one-quarter mile away from the Project Site, and are easily accessible via continuous sidewalks on Sunnyvale-Saratoga Road and Remington Drive and signalized crossings at the Sunnyvale-Saratoga Road/Remington Drive intersection. Bicycle access to these stops are provided via Class II bike lanes on Sunnyvale-Saratoga Road and Remington Drive.

There are four additional stops served by VTA Routes 22, 55, and 522 on Remington Drive – Fair Oaks Avenue/El Camino Real. These stops are located approximately a quarter mile to half a mile from the Project,

and are easily accessible via continuous sidewalks on Remington Drive and signalized crossings at Remington Drive - Fair Oaks Avenue/El Camino Real intersection.

Based on the criteria outlined above, the Project would not have a significant impact on transit service and would require no mitigations.

Under VTA's Next Network Transit Service Plan adopted in May 2017, Route 55 will no longer operate on Remington Drive. The modified route will travel north on Sunnyvale-Saratoga Road. New bus stops for Route 55 are identified for both northbound and southbound Sunnyvale-Saratoga Road just north of Remington Drive. The northbound bus stop is proposed to be located directly adjacent to the Project Site. The applicant is coordinating with VTA to determine the location, design, and amenities of the northbound bus stop adjacent to the site the Project.

7.2 OTHER OPERATIONAL CONSIDERATIONS

This section discusses operational considerations related to transit vehicle delay and left-turn queuing within the study area.

7.2.1 TRANSIT VEHICLE DELAY

Transit vehicles operating in the Project vicinity could incur additional delay due to increased auto congestion. The primary transit route near the Project Site is VTA Transit Route 55. This route is located along Sunnyvale-Saratoga Road, Remington Drive, and Fair Oaks Avenue near the Project Site. The movement delays along the primary corridors (from the detailed calculation sheets presented in **Appendix B**) were utilized to determine the potential added transit vehicle delay. The difference between No Project and Plus Project values is added transit vehicle delay. The results, as well as the transit routes located along each corridor, are shown in **Table 14**.

TABLE 14: ADDITIONAL TRANSIT VEHICLE DELAY BY ROUTE

VTA Transit Route	Peak Hour	Projected Additional Delay (sec)						Affected Corridors
		Existing Plus Project		Background Plus Project		Cumulative Plus Project		
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
55	AM	0.7	1.4	1.0	1.7	3.2	4.0	Sunnyvale-Saratoga Road, Remington Drive, S. Fair Oaks Ave
	PM	0.6	0.3	0.8	0.4	1.4	1.7	

Source: Fehr & Peers, November 2017.

Transit vehicles are projected to incur, at most, about four seconds of delay along the study corridors. Considering that the study corridors for which the added transit delay was calculated are about one mile

long, the added delay does not represent a substantial change in travel times. No significance thresholds for an increase in transit delay are identified in the latest VTA *TIA Guidelines*.

7.2.2 LEFT-TURN POCKET QUEUING ANALYSIS

The addition of Project traffic along the roadway network has the potential to add vehicles to left-turn movements, causing left-turn queues to exceed left-turn pocket storage lengths. Queues that exceed left-turn pocket storage length have the potential to impede adjacent through traffic movements. Potentially affected study intersections were selected for this evaluation based on where the Project would add at least 10 left turning vehicles during either AM or PM peak hours. The following four intersection movements were selected:

- Sunnyvale-Saratoga Road / Remington Drive (#6)
- Sunnyvale-Saratoga Road / Remington Drive (#6)
- Sunnyvale-Saratoga Road / Fremont Avenue (#7)
- Wolfe Road / Fremont Avenue (#11)

The 95th percentile queues from the TRAFFIX LOS analysis (**Appendix B**) were used to evaluate the projected maximum queues at the identified left-turn movements. The results of the left-turn queue analysis are presented in **Table 15**.

Several turn pocket lengths are exceeded in future volume conditions. In nearly every case where queue length is exceeded in the Plus Project condition, it also is exceeded in the corresponding No Project condition. The only exception is at Sunnyvale-Saratoga Road / Fremont Avenue. At this intersection, the addition of the Project causes the queue to exceed capacity during AM peak hours under existing conditions. Intelligent Transportation Systems (ITS), such as advanced loop detectors and video image detectors are an option to reduce left-turn pocket queueing. These systems can detect when a vehicle enters the left-turn pocket, as well as when the queueing exceeds the length of the left-turn pocket. Modifying signal timing is another method to increase left-turn capacity. **Table 15** provides recommendations for left-turn pocket improvements.

TABLE 15: LEFT-TURN VEHICLE QUEUE ANALYSIS

Intersection		Left Turn Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2]		Improvements
						Existing (Existing Plus Project)	Background (Background Plus Project)	
6	Sunnyvale-Saratoga Road / Remington Drive	SB	220	AM	42	50 (125)	50 (125)	No improvements needed.
				PM	36	150 (200)	150 (200)	
6	Sunnyvale-Saratoga Road / Remington Drive	WB	365	AM	59	**475 (575)**	**525 (625)**	Additional WBL capacity is needed (300 to 400 feet). Capacity is not available by physically altering the median. Increase signal timing for the west bound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
				PM	64	**475 (550)**	**575 (650)**	
7	Sunnyvale-Saratoga Road / Fremont Avenue	SB	405	AM	20	250 (275)	275 (300)	Minor SBL capacity is needed (25 to 50 feet). 50 feet of capacity may be available by shifting the median north. Increase signal timing for the south bound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
				PM	22	400 **(425)**	**450 (450)**	
11	Wolfe Road / Fremont Avenue	NB	350	AM	13	325 (350)	325 (350)	Minor NBL capacity is needed (75 to 100 feet). Capacity is not available by physically altering the median. Increase signal timing for the south bound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
				PM	11	**375 (400)**	**400 (425)**	

1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.
3. Bold text indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, November 2017.

APPENDIX A: EXISTING TRAFFIC COUNTS

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Groups Printed- Lights - Buses - Trucks

	S FAIR OAKS AVE Southbound					EL CAMINO REAL Westbound					E REMINGTON DR Northbound					EL CAMINO REAL 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	18	124	13	2	157	18	128	15	11	172	11	50	4	7	72	7	43	15	1	66	467
07:15 AM	15	149	13	1	178	22	196	17	7	242	14	82	7	3	106	7	51	12	5	75	601
07:30 AM	23	133	12	4	172	20	198	25	8	251	23	156	3	5	187	13	82	34	3	132	742
07:45 AM	34	113	14	5	166	29	330	37	6	402	26	113	25	3	167	16	63	25	6	110	845
Total	90	519	52	12	673	89	852	94	32	1067	74	401	39	18	532	43	239	86	15	383	2655
08:00 AM	28	95	15	9	147	26	244	43	5	318	23	135	21	3	182	18	76	24	0	118	765
08:15 AM	37	99	30	7	173	45	273	40	5	363	36	148	10	4	198	24	117	36	0	177	911
08:30 AM	25	80	27	12	144	33	284	32	8	357	24	172	24	7	227	24	90	23	1	138	866
08:45 AM	33	90	20	17	160	32	255	44	18	349	28	146	13	5	192	21	87	35	0	143	844
Total	123	364	92	45	624	136	1056	159	36	1387	111	601	68	19	799	87	370	118	1	576	3386
09:00 AM	24	88	17	14	143	39	245	50	19	353	25	122	21	11	179	22	84	34	6	146	821
09:15 AM	27	89	22	5	143	27	207	29	9	272	27	176	17	4	224	22	96	35	7	160	799
09:30 AM	24	75	22	4	125	24	188	28	7	247	43	132	19	5	199	24	109	35	1	169	740
09:45 AM	33	81	32	4	150	30	174	35	9	248	41	128	20	5	194	21	105	30	4	160	752
Total	108	333	93	27	561	120	814	142	44	1120	136	558	77	25	796	89	394	134	18	635	3112
Grand Total	321	1216	237	84	1858	345	2722	395	112	3574	321	1560	184	62	2127	219	1003	338	34	1594	9153
Apprch %	17.3	65.4	12.8	4.5		9.7	76.2	11.1	3.1		15.1	73.3	8.7	2.9		13.7	62.9	21.2	2.1		
Total %	3.5	13.3	2.6	0.9	20.3	3.8	29.7	4.3	1.2	39	3.5	17	2	0.7	23.2	2.4	11	3.7	0.4	17.4	
Lights	311	1190	232	84	1817	339	2662	392	109	3502	312	1531	184	62	2089	210	941	332	34	1517	8925
% Lights	96.9	97.9	97.9	100	97.8	98.3	97.8	99.2	97.3	98	97.2	98.1	100	100	98.2	95.9	93.8	98.2	100	95.2	97.5
Buses	2	17	1	0	20	1	26	1	0	28	0	19	0	0	19	2	30	1	0	33	100
% Buses	0.6	1.4	0.4	0	1.1	0.3	1	0.3	0	0.8	0	1.2	0	0	0.9	0.9	3	0.3	0	2.1	1.1
Trucks	8	9	4	0	21	5	34	2	3	44	9	10	0	0	19	7	32	5	0	44	128
% Trucks	2.5	0.7	1.7	0	1.1	1.4	1.2	0.5	2.7	1.2	2.8	0.6	0	0	0.9	3.2	3.2	1.5	0	2.8	1.4

	S FAIR OAKS AVE Southbound				EL CAMINO REAL Westbound				E REMINGTON DR Northbound				EL CAMINO REAL 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**37**	**99**	**30**	**166**	**45**	273	40	**358**	**36**	148	10	194	**24**	**117**	**36**	**177**	**895**
08:30 AM	25	80	27	132	33	**284**	32	349	24	**172**	**24**	**220**	24	90	23	137	838
08:45 AM	33	90	20	143	32	255	44	331	28	146	13	187	21	87	35	143	804
09:00 AM	24	88	17	129	39	245	**50**	334	25	122	21	168	22	84	34	140	771
Total Volume	119	357	94	570	149	1057	166	1372	113	588	68	769	91	378	128	597	3308
% App. Total	20.9	62.6	16.5		10.9	77	12.1		14.7	76.5	8.8		15.2	63.3	21.4		
PHF	.804	.902	.783	.858	.828	.930	.830	.958	.785	.855	.708	.874	.948	.808	.889	.843	.924

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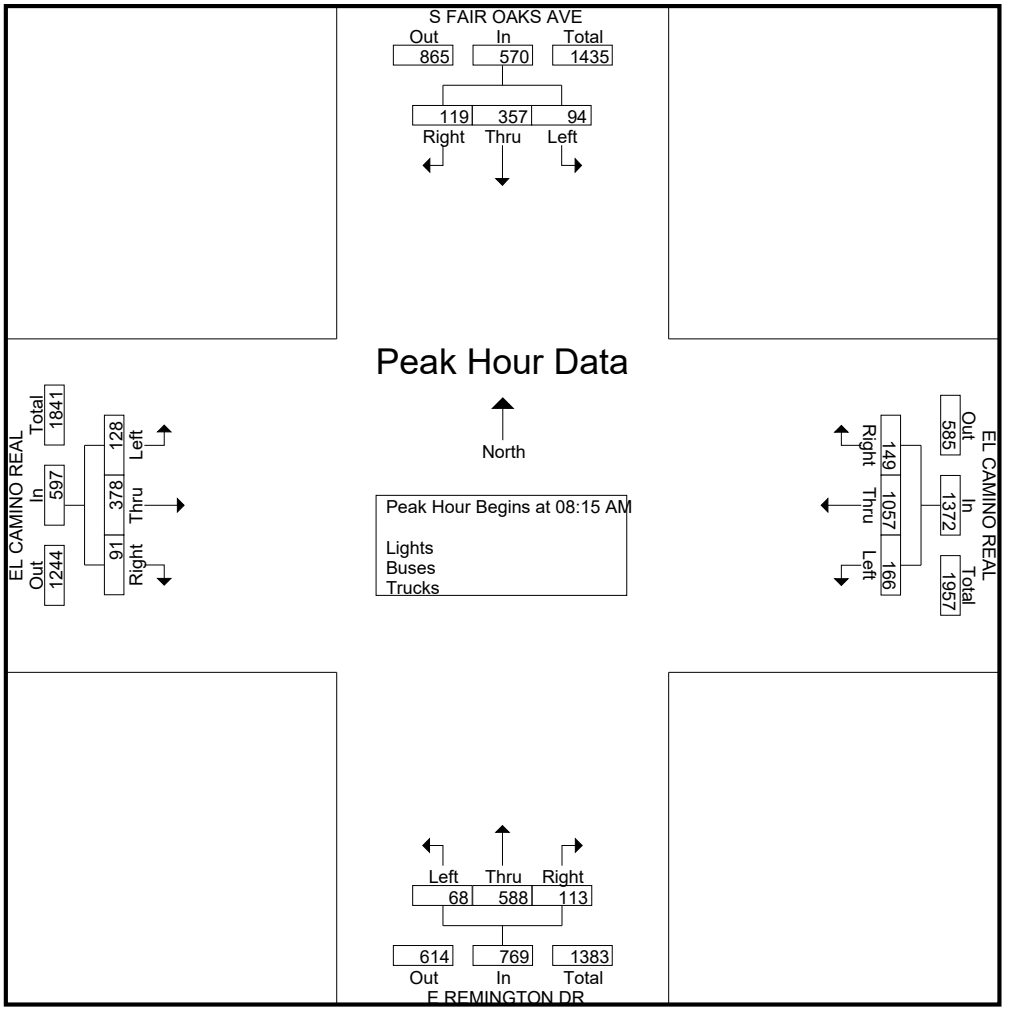

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Groups Printed- Bikes

	S FAIR OAKS AVE Southbound					EL CAMINO REAL Westbound					E REMINGTON DR Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
07:15 AM	0	2	0	0	2	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	7
07:30 AM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	7
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	9
Total	0	7	0	0	7	0	1	0	0	1	1	15	2	0	18	1	3	0	0	4	30
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	3	4	0	7	0	1	0	0	1	9
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	9
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	10
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	3	2	0	6	0	0	0	0	0	7
Total	2	4	0	0	6	0	0	0	0	0	1	16	11	0	28	0	1	0	0	1	35
09:00 AM	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	8
09:15 AM	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
09:30 AM	0	2	0	0	2	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	7
09:45 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	8
Total	1	8	0	0	9	2	0	0	0	2	1	16	1	0	18	0	2	0	0	2	31
Grand Total	3	19	0	0	22	2	1	0	0	3	3	47	14	0	64	1	6	0	0	7	96
Apprch %	13.6	86.4	0	0		66.7	33.3	0	0		4.7	73.4	21.9	0		14.3	85.7	0	0		
Total %	3.1	19.8	0	0	22.9	2.1	1	0	0	3.1	3.1	49	14.6	0	66.7	1	6.2	0	0	7.3	

	S FAIR OAKS AVE Southbound				EL CAMINO REAL Westbound				E REMINGTON DR Northbound				EL CAMINO REAL 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	4	1	5	**1**	0	0	**1**	9
08:00 AM	**1**	0	0	1	0	0	0	0	0	3	**4**	7	0	**1**	0	1	9
08:15 AM	0	1	0	1	0	0	0	0	0	**5**	3	**8**	0	0	0	0	9
08:30 AM	0	3	0	3	0	0	0	0	0	5	2	7	0	0	0	0	**10**
Total Volume	1	7	0	8	0	0	0	0	0	17	10	27	1	1	0	2	37
% App. Total	12.5	87.5	0		0	0	0		0	63	37		50	50	0		
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.850	.625	.844	.250	.250	.000	.500	.925

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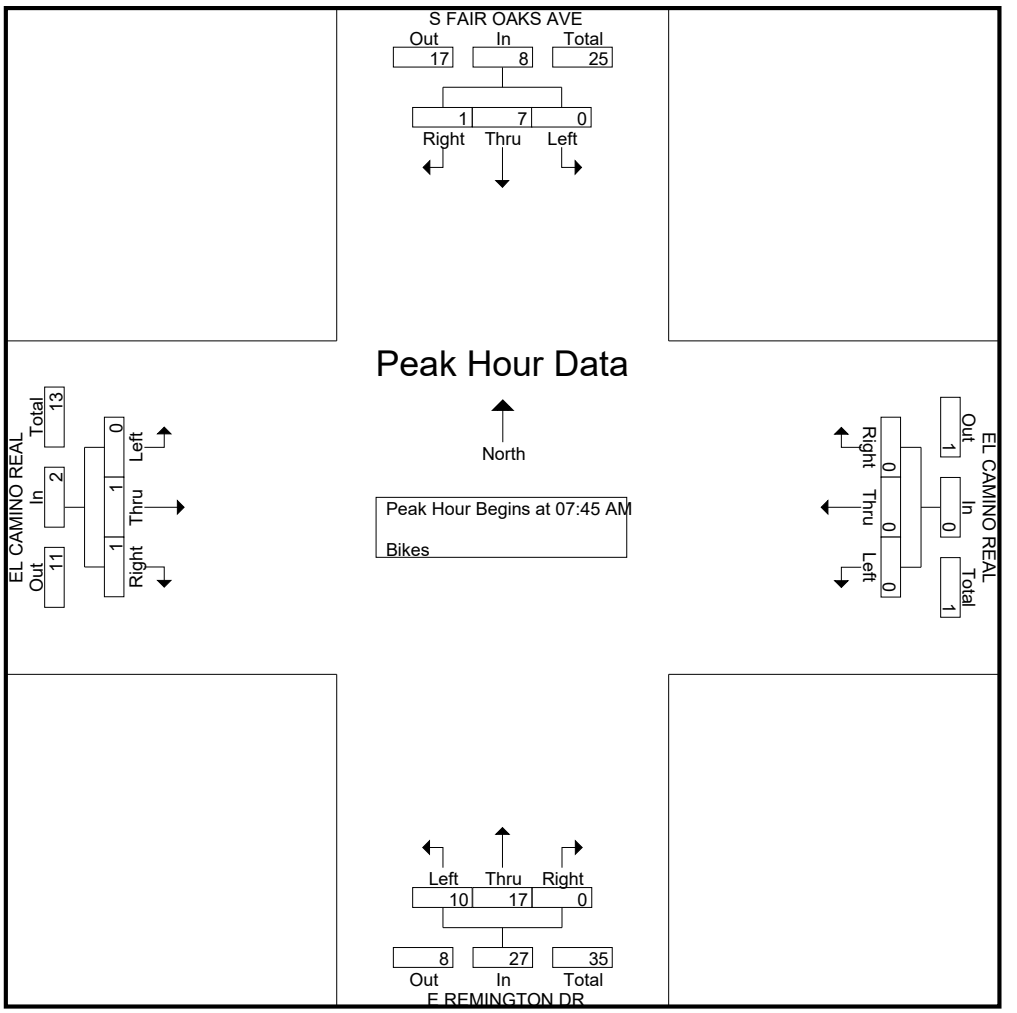

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Groups Printed- Lights - Buses - Trucks

	S FAIR OAKS AVE Southbound					EL CAMINO REAL Westbound					E REMINGTON DR Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	119	33	9	188	26	131	38	21	216	54	107	23	13	197	21	313	58	5	397	998
04:15 PM	37	77	37	5	156	28	147	50	20	245	52	104	24	10	190	26	318	58	7	409	1000
04:30 PM	40	88	36	14	178	32	148	46	20	246	54	99	18	9	180	26	311	41	7	385	989
04:45 PM	33	121	35	6	195	27	145	43	19	234	36	93	31	9	169	29	351	61	7	448	1046
Total	137	405	141	34	717	113	571	177	80	941	196	403	96	41	736	102	1293	218	26	1639	4033
05:00 PM	41	155	48	7	251	53	175	50	7	285	58	120	20	11	209	36	379	64	8	487	1232
05:15 PM	44	179	51	5	279	31	153	50	13	247	62	136	15	11	224	39	421	56	8	524	1274
05:30 PM	45	168	44	3	260	50	157	46	10	263	67	144	35	8	254	39	381	56	21	497	1274
05:45 PM	33	178	44	3	258	27	192	48	18	285	75	148	25	13	261	45	399	59	20	523	1327
Total	163	680	187	18	1048	161	677	194	48	1080	262	548	95	43	948	159	1580	235	57	2031	5107
06:00 PM	48	151	41	3	243	33	166	41	11	251	50	144	38	8	240	38	355	71	7	471	1205
06:15 PM	40	151	45	8	244	35	146	58	17	256	33	141	25	10	209	45	362	44	18	469	1178
06:30 PM	58	157	39	7	261	36	141	48	20	245	51	121	22	5	199	44	361	59	20	484	1189
06:45 PM	40	125	38	2	205	32	134	46	3	215	55	77	29	5	166	41	335	53	9	438	1024
Total	186	584	163	20	953	136	587	193	51	967	189	483	114	28	814	168	1413	227	54	1862	4596
Grand Total	486	1669	491	72	2718	410	1835	564	179	2988	647	1434	305	112	2498	429	4286	680	137	5532	13736
Apprch %	17.9	61.4	18.1	2.6		13.7	61.4	18.9	6		25.9	57.4	12.2	4.5		7.8	77.5	12.3	2.5		
Total %	3.5	12.2	3.6	0.5	19.8	3	13.4	4.1	1.3	21.8	4.7	10.4	2.2	0.8	18.2	3.1	31.2	5	1	40.3	
Lights	484	1655	490	72	2701	408	1796	563	178	2945	640	1411	305	112	2468	427	4237	675	137	5476	13590
% Lights	99.6	99.2	99.8	100	99.4	99.5	97.9	99.8	99.4	98.6	98.9	98.4	100	100	98.8	99.5	98.9	99.3	100	99	98.9
Buses	0	11	0	0	11	1	31	0	0	32	1	17	0	0	18	0	32	1	0	33	94
% Buses	0	0.7	0	0	0.4	0.2	1.7	0	0	1.1	0.2	1.2	0	0	0.7	0	0.7	0.1	0	0.6	0.7
Trucks	2	3	1	0	6	1	8	1	1	11	6	6	0	0	12	2	17	4	0	23	52
% Trucks	0.4	0.2	0.2	0	0.2	0.2	0.4	0.2	0.6	0.4	0.9	0.4	0	0	0.5	0.5	0.4	0.6	0	0.4	0.4

	S FAIR OAKS AVE Southbound				EL CAMINO REAL Westbound				E REMINGTON DR Northbound				EL CAMINO REAL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	41	155	48	244	**53**	175	**50**	**278**	58	120	20	198	36	379	**64**	479	1199
05:15 PM	44	**179**	**51**	**274**	31	153	50	234	62	136	15	213	39	**421**	56	**516**	1237
05:30 PM	**45**	168	44	257	50	157	46	253	67	144	**35**	246	39	381	56	476	1232
05:45 PM	33	178	44	255	27	**192**	48	267	**75**	**148**	25	**248**	**45**	399	59	503	**1273**
Total Volume	163	680	187	1030	161	677	194	1032	262	548	95	905	159	1580	235	1974	4941
% App. Total	15.8	66	18.2		15.6	65.6	18.8		29	60.6	10.5		8.1	80	11.9		
PHF	.906	.950	.917	.940	.759	.882	.970	.928	.873	.926	.679	.912	.883	.938	.918	.956	.970

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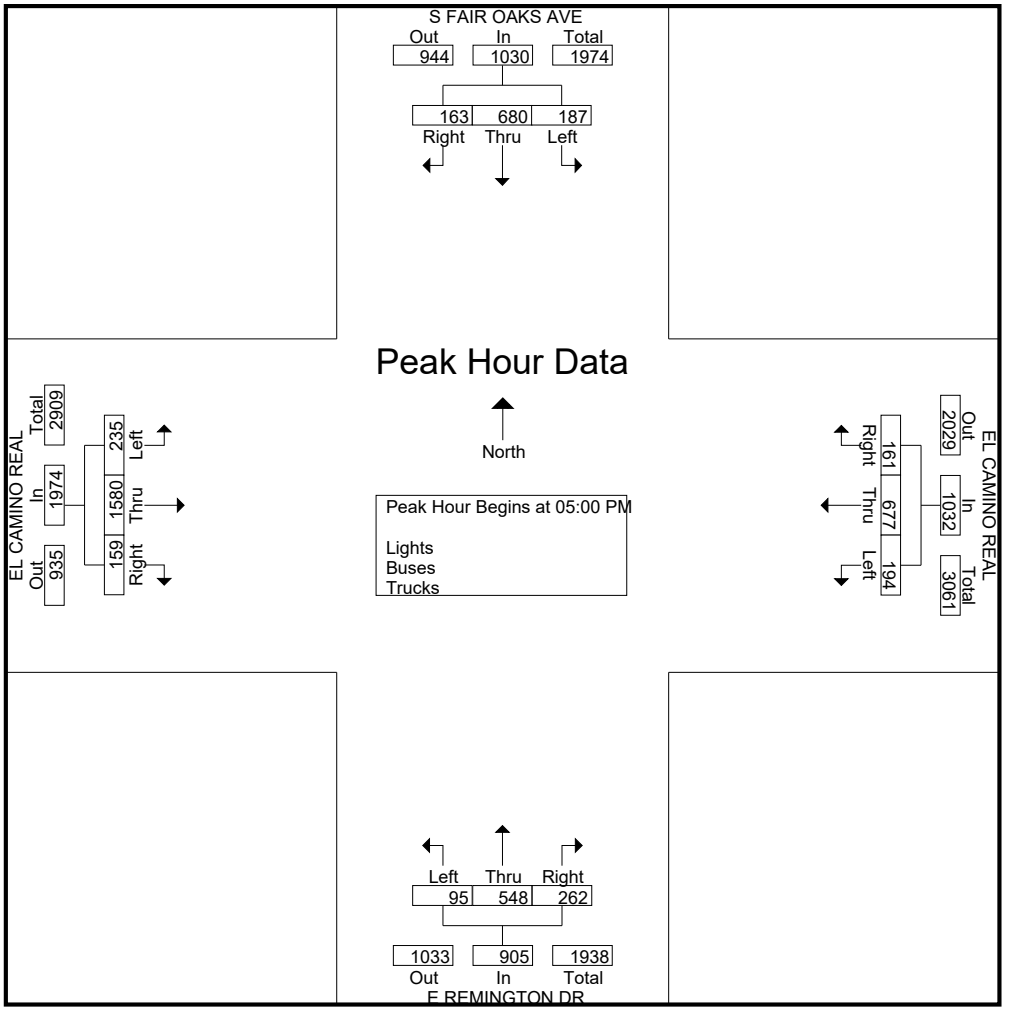
File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/11/2017
Page No : 2



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File Name : 1PM FINAL
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Groups Printed- Bikes

	S FAIR OAKS AVE Southbound					EL CAMINO REAL Westbound					E REMINGTON DR Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
Total	1	1	0	0	2	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	7
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	8
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	7
06:30 PM	0	3	2	0	5	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	7
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
Total	0	8	2	0	10	0	0	0	0	0	0	6	1	0	7	5	4	0	0	9	26
Grand Total	2	13	2	0	17	0	0	0	0	0	1	16	2	0	19	5	4	0	0	9	45
Apprch %	11.8	76.5	11.8	0		0	0	0	0		5.3	84.2	10.5	0		55.6	44.4	0	0		
Total %	4.4	28.9	4.4	0	37.8	0	0	0	0	0	2.2	35.6	4.4	0	42.2	11.1	8.9	0	0	20	

	S FAIR OAKS AVE Southbound				EL CAMINO REAL Westbound				E REMINGTON DR Northbound				EL CAMINO REAL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	**1**	0	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	5
06:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	**3**	0	0	**3**	**8**
06:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	1	**2**	0	3	7
06:30 PM	0	**3**	**2**	**5**	0	0	0	0	0	0	**1**	1	0	1	0	1	7
Total Volume	1	6	2	9	0	0	0	0	0	10	1	11	4	3	0	7	27
% App. Total	11.1	66.7	22.2		0	0	0		0	90.9	9.1		57.1	42.9	0		
PHF	.250	.500	.250	.450	.000	.000	.000	.000	.000	.625	.250	.688	.333	.375	.000	.583	.844

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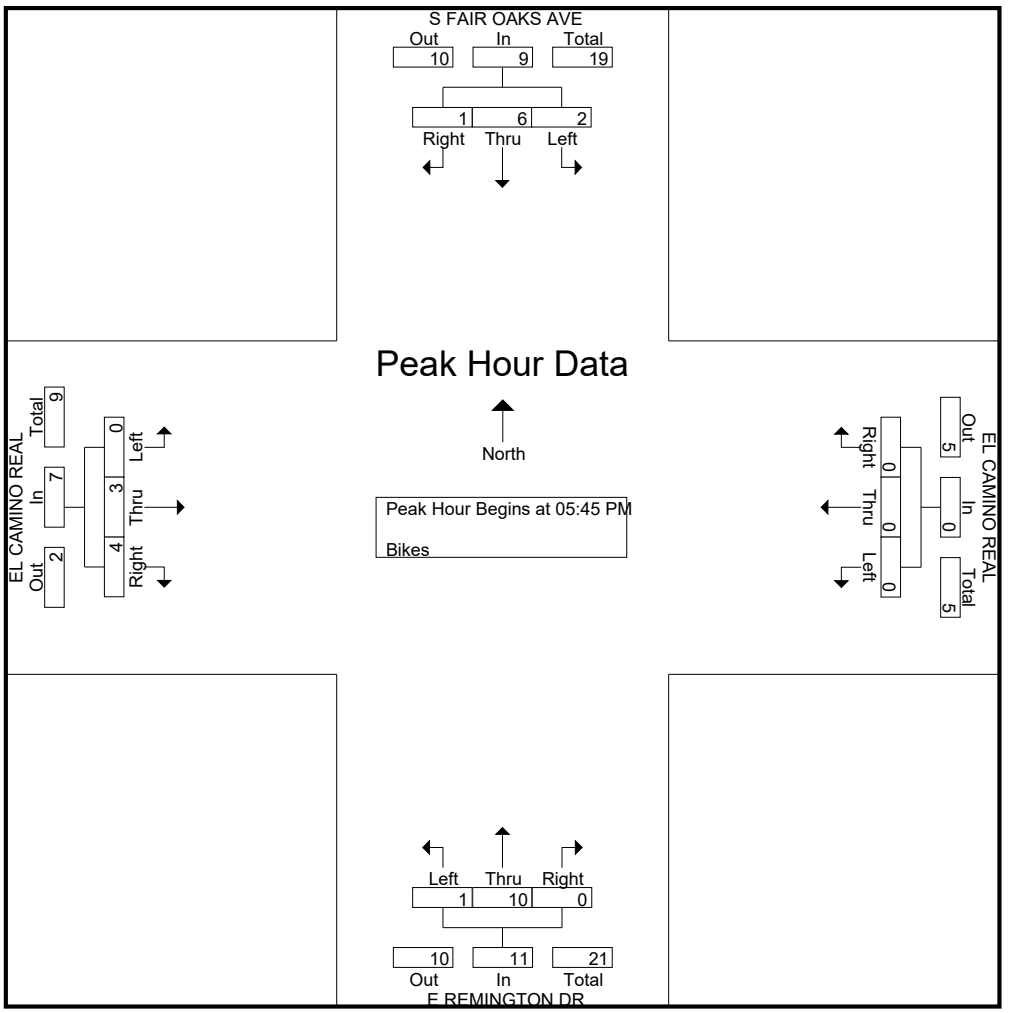

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/11/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD 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	27	69	52	1	149	17	210	68	0	295	30	20	17	1	68	13	145	12	0	170	682
07:15 AM	59	107	84	3	253	15	275	90	3	383	52	36	31	3	122	11	171	22	1	205	963
07:30 AM	68	121	97	1	287	39	387	85	1	512	81	63	58	3	205	22	259	41	1	323	1327
07:45 AM	97	164	146	0	407	18	419	89	3	529	58	71	91	1	221	31	171	24	1	227	1384
Total	251	461	379	5	1096	89	1291	332	7	1719	221	190	197	8	616	77	746	99	3	925	4356
08:00 AM	73	133	133	6	345	40	481	122	3	646	89	67	63	1	220	23	337	36	2	398	1609
08:15 AM	63	173	126	3	365	45	448	94	6	593	85	89	67	1	242	24	322	50	1	397	1597
08:30 AM	100	158	128	1	387	54	447	101	6	608	90	71	68	2	231	28	245	31	2	306	1532
08:45 AM	97	144	119	1	361	32	468	73	2	575	98	65	67	4	234	24	275	36	1	336	1506
Total	333	608	506	11	1458	171	1844	390	17	2422	362	292	265	8	927	99	1179	153	6	1437	6244
09:00 AM	96	159	138	6	399	49	415	78	7	549	79	79	75	1	234	21	267	40	1	329	1511
09:15 AM	90	121	143	4	358	53	461	105	2	621	80	84	48	4	216	17	255	34	2	308	1503
09:30 AM	70	88	105	9	272	31	391	75	11	508	98	79	54	2	233	18	285	34	5	342	1355
09:45 AM	58	91	119	0	268	41	333	98	6	478	86	76	49	3	214	17	245	31	1	294	1254
Total	314	459	505	19	1297	174	1600	356	26	2156	343	318	226	10	897	73	1052	139	9	1273	5623
Grand Total	898	1528	1390	35	3851	434	4735	1078	50	6297	926	800	688	26	2440	249	2977	391	18	3635	16223
Apprch %	23.3	39.7	36.1	0.9		6.9	75.2	17.1	0.8		38	32.8	28.2	1.1		6.9	81.9	10.8	0.5		
Total %	5.5	9.4	8.6	0.2	23.7	2.7	29.2	6.6	0.3	38.8	5.7	4.9	4.2	0.2	15	1.5	18.4	2.4	0.1	22.4	
Lights	890	1498	1361	35	3784	421	4653	1056	49	6179	915	786	680	25	2406	243	2917	386	18	3564	15933
% Lights	99.1	98	97.9	100	98.3	97	98.3	98	98	98.1	98.8	98.2	98.8	96.2	98.6	97.6	98	98.7	100	98	98.2
Buses	2	9	2	0	13	3	39	4	0	46	4	10	2	0	16	2	27	3	0	32	107
% Buses	0.2	0.6	0.1	0	0.3	0.7	0.8	0.4	0	0.7	0.4	1.2	0.3	0	0.7	0.8	0.9	0.8	0	0.9	0.7
Trucks	6	21	27	0	54	10	43	18	1	72	7	4	6	1	18	4	33	2	0	39	183
% Trucks	0.7	1.4	1.9	0	1.4	2.3	0.9	1.7	2	1.1	0.8	0.5	0.9	3.8	0.7	1.6	1.1	0.5	0	1.1	1.1

	SUNNYVALE SARATOGA RD Southbound				HOMESTEAD RD Westbound				N DE ANZA BLVD Northbound				HOMESTEAD RD 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	73	133	**133**	339	40	**481**	**122**	**643**	89	67	63	219	23	**337**	36	**396**	**1597**
08:15 AM	63	**173**	126	362	45	448	94	587	85	**89**	67	**241**	24	322	**50**	396	1586
08:30 AM	**100**	158	128	**386**	**54**	447	101	602	90	71	**68**	229	**28**	245	31	304	1521
08:45 AM	97	144	119	360	32	468	73	573	**98**	65	67	230	24	275	36	335	1498
Total Volume	333	608	506	1447	171	1844	390	2405	362	292	265	919	99	1179	153	1431	6202
% App. Total	23	42	35		7.1	76.7	16.2		39.4	31.8	28.8		6.9	82.4	10.7		
PHF	.833	.879	.951	.937	.792	.958	.799	.935	.923	.820	.974	.953	.884	.875	.765	.903	.971

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File Name : 2AM FINAL
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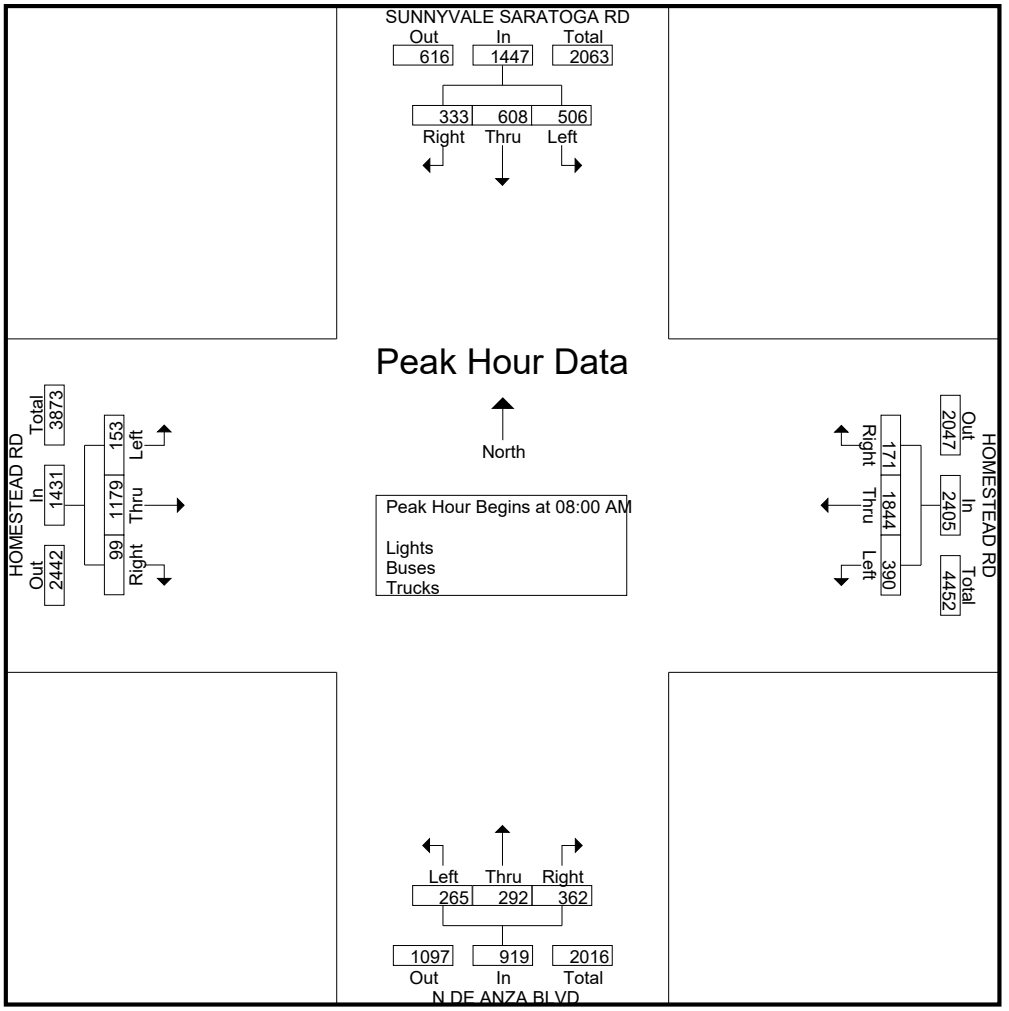

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/11/2017
Page No : 1

Groups Printed- Bikes

	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	1	5	1	0	7	1	3	1	0	5	0	5	0	0	5	20
07:15 AM	2	6	0	0	8	0	7	0	0	7	0	3	1	0	4	1	2	0	0	3	22
07:30 AM	1	8	1	0	10	1	6	0	0	7	4	0	0	0	4	0	5	0	0	5	26
07:45 AM	0	8	3	0	11	1	3	0	0	4	6	5	1	0	12	0	3	0	0	3	30
Total	3	25	4	0	32	3	21	1	0	25	11	11	3	0	25	1	15	0	0	16	98
08:00 AM	7	4	0	0	11	0	0	0	0	0	0	2	0	0	2	1	12	0	0	13	26
08:15 AM	2	6	0	0	8	1	0	0	0	1	0	4	0	0	4	1	10	0	0	11	24
08:30 AM	1	4	1	0	6	2	0	0	0	2	0	3	0	0	3	2	6	0	0	8	19
08:45 AM	0	2	1	0	3	3	0	0	0	3	2	3	5	0	10	0	8	0	0	8	24
Total	10	16	2	0	28	6	0	0	0	6	2	12	5	0	19	4	36	0	0	40	93
09:00 AM	1	5	6	0	12	0	0	1	0	1	1	5	0	0	6	0	3	0	0	3	22
09:15 AM	0	4	0	0	4	1	0	0	0	1	7	2	1	0	10	0	7	0	0	7	22
09:30 AM	1	2	2	0	5	1	1	0	0	2	1	3	0	0	4	0	13	1	0	14	25
09:45 AM	1	2	2	0	5	0	0	0	0	0	0	4	0	0	4	0	18	0	0	18	27
Total	3	13	10	0	26	2	1	1	0	4	9	14	1	0	24	0	41	1	0	42	96
Grand Total	16	54	16	0	86	11	22	2	0	35	22	37	9	0	68	5	92	1	0	98	287
Apprch %	18.6	62.8	18.6	0		31.4	62.9	5.7	0		32.4	54.4	13.2	0		5.1	93.9	1	0		
Total %	5.6	18.8	5.6	0	30	3.8	7.7	0.7	0	12.2	7.7	12.9	3.1	0	23.7	1.7	32.1	0.3	0	34.1	

	SUNNYVALE SARATOGA RD Southbound				HOMESTEAD RD Westbound				N DE ANZA BLVD Northbound				HOMESTEAD RD 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	**8**	1	10	**1**	**6**	0	**7**	4	0	0	4	0	5	0	5	26
07:45 AM	0	8	**3**	**11**	1	3	0	4	**6**	**5**	**1**	**12**	0	3	0	3	**30**
08:00 AM	**7**	4	0	11	0	0	0	0	0	2	0	2	**1**	**12**	0	**13**	26
08:15 AM	2	6	0	8	1	0	0	1	0	4	0	4	1	10	0	11	24
Total Volume	10	26	4	40	3	9	0	12	10	11	1	22	2	30	0	32	106
% App. Total	25	65	10		25	75	0		45.5	50	4.5		6.2	93.8	0		
PHF	.357	.813	.333	.909	.750	.375	.000	.429	.417	.550	.250	.458	.500	.625	.000	.615	.883

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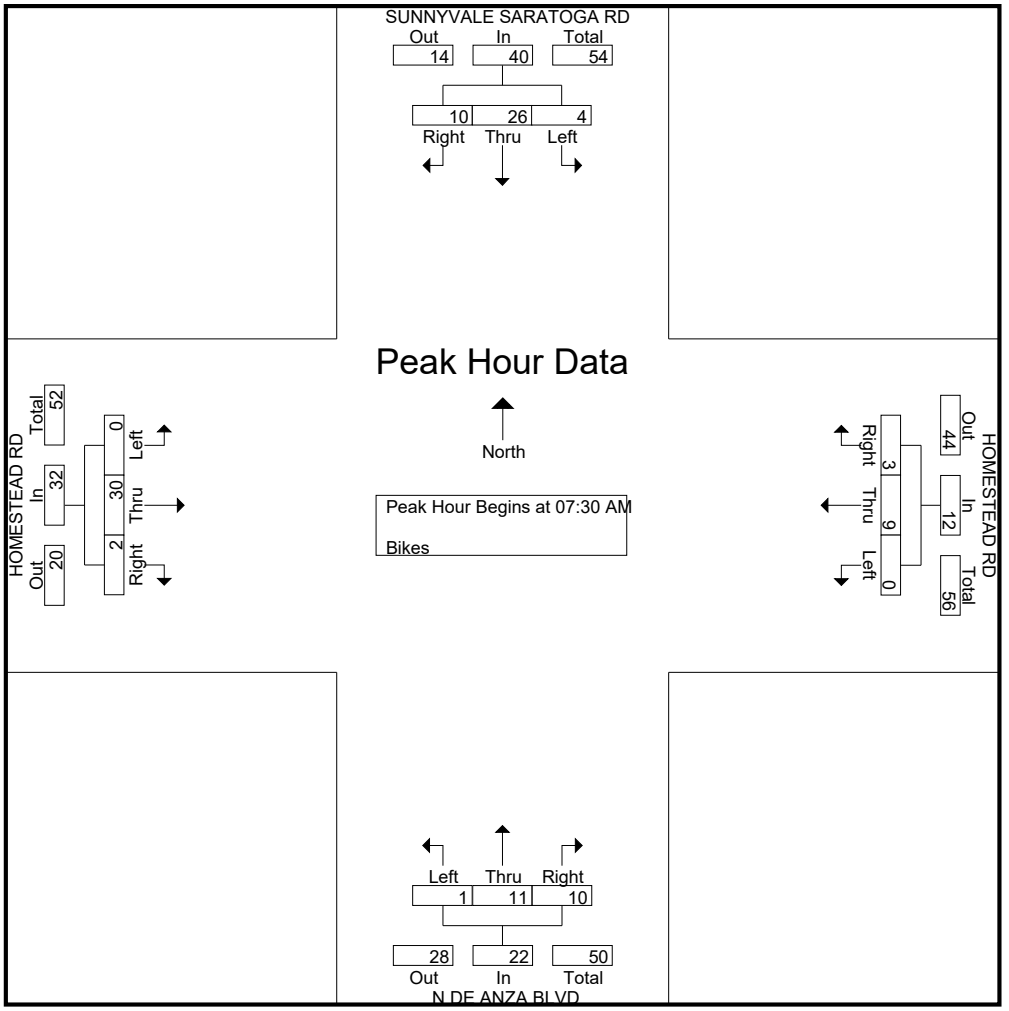

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File Name : 2PM FINAL
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Start Date : 5/11/2017
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Groups Printed- Lights - Buses - Trucks

	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	65	51	0	153	134	239	109	0	482	66	160	48	5	279	43	368	61	4	476	1390
04:15 PM	28	106	75	0	209	110	222	102	5	439	70	172	54	9	305	40	372	65	3	480	1433
04:30 PM	23	88	70	3	184	131	258	127	3	519	80	195	56	6	337	40	383	66	2	491	1531
04:45 PM	42	107	82	2	233	137	250	110	7	504	72	196	43	2	313	44	393	84	8	529	1579
Total	130	366	278	5	779	512	969	448	15	1944	288	723	201	22	1234	167	1516	276	17	1976	5933
05:00 PM	31	115	61	1	208	122	284	136	3	545	67	226	58	4	355	43	346	73	2	464	1572
05:15 PM	48	105	73	1	227	131	290	117	5	543	84	186	56	2	328	39	417	82	5	543	1641
05:30 PM	51	123	83	0	257	163	283	111	9	566	94	218	51	2	365	28	345	81	5	459	1647
05:45 PM	32	122	69	0	223	161	343	141	4	649	83	197	50	11	341	39	377	98	3	517	1730
Total	162	465	286	2	915	577	1200	505	21	2303	328	827	215	19	1389	149	1485	334	15	1983	6590
06:00 PM	36	138	88	0	262	147	268	120	5	540	69	204	50	6	329	36	345	82	3	466	1597
06:15 PM	46	127	86	0	259	164	299	135	11	609	97	171	40	4	312	35	367	88	0	490	1670
06:30 PM	35	123	72	0	230	140	222	122	4	488	119	170	68	4	361	53	372	78	1	504	1583
06:45 PM	30	86	60	2	178	158	288	141	11	598	79	185	49	4	317	59	335	74	1	469	1562
Total	147	474	306	2	929	609	1077	518	31	2235	364	730	207	18	1319	183	1419	322	5	1929	6412
Grand Total	439	1305	870	9	2623	1698	3246	1471	67	6482	980	2280	623	59	3942	499	4420	932	37	5888	18935
Apprch %	16.7	49.8	33.2	0.3		26.2	50.1	22.7	1		24.9	57.8	15.8	1.5		8.5	75.1	15.8	0.6		
Total %	2.3	6.9	4.6	0	13.9	9	17.1	7.8	0.4	34.2	5.2	12	3.3	0.3	20.8	2.6	23.3	4.9	0.2	31.1	
Lights	437	1297	861	9	2604	1686	3219	1468	66	6439	974	2262	622	59	3917	497	4371	927	37	5832	18792
% Lights	99.5	99.4	99	100	99.3	99.3	99.2	99.8	98.5	99.3	99.4	99.2	99.8	100	99.4	99.6	98.9	99.5	100	99	99.2
Buses	0	6	0	0	6	5	15	0	0	20	3	7	0	0	10	1	36	1	0	38	74
% Buses	0	0.5	0	0	0.2	0.3	0.5	0	0	0.3	0.3	0.3	0	0	0.3	0.2	0.8	0.1	0	0.6	0.4
Trucks	2	2	9	0	13	7	12	3	1	23	3	11	1	0	15	1	13	4	0	18	69
% Trucks	0.5	0.2	1	0	0.5	0.4	0.4	0.2	1.5	0.4	0.3	0.5	0.2	0	0.4	0.2	0.3	0.4	0	0.3	0.4

	SUNNYVALE SARATOGA RD Southbound				HOMESTEAD RD Westbound				N DE ANZA BLVD Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**51**	123	83	257	163	283	111	557	94	**218**	**51**	**363**	28	345	81	454	1631
05:45 PM	32	122	69	223	161	**343**	**141**	**645**	83	197	50	330	**39**	**377**	**98**	**514**	**1712**
06:00 PM	36	**138**	**88**	**262**	147	268	120	535	69	204	50	323	36	345	82	463	1583
06:15 PM	46	127	86	259	**164**	299	135	598	**97**	171	40	308	35	367	88	490	1655
Total Volume	165	510	326	1001	635	1193	507	2335	343	790	191	1324	138	1434	349	1921	6581
% App. Total	16.5	50.9	32.6		27.2	51.1	21.7		25.9	59.7	14.4		7.2	74.6	18.2		
PHF	.809	.924	.926	.955	.968	.870	.899	.905	.884	.906	.936	.912	.885	.951	.890	.934	.961

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/11/2017
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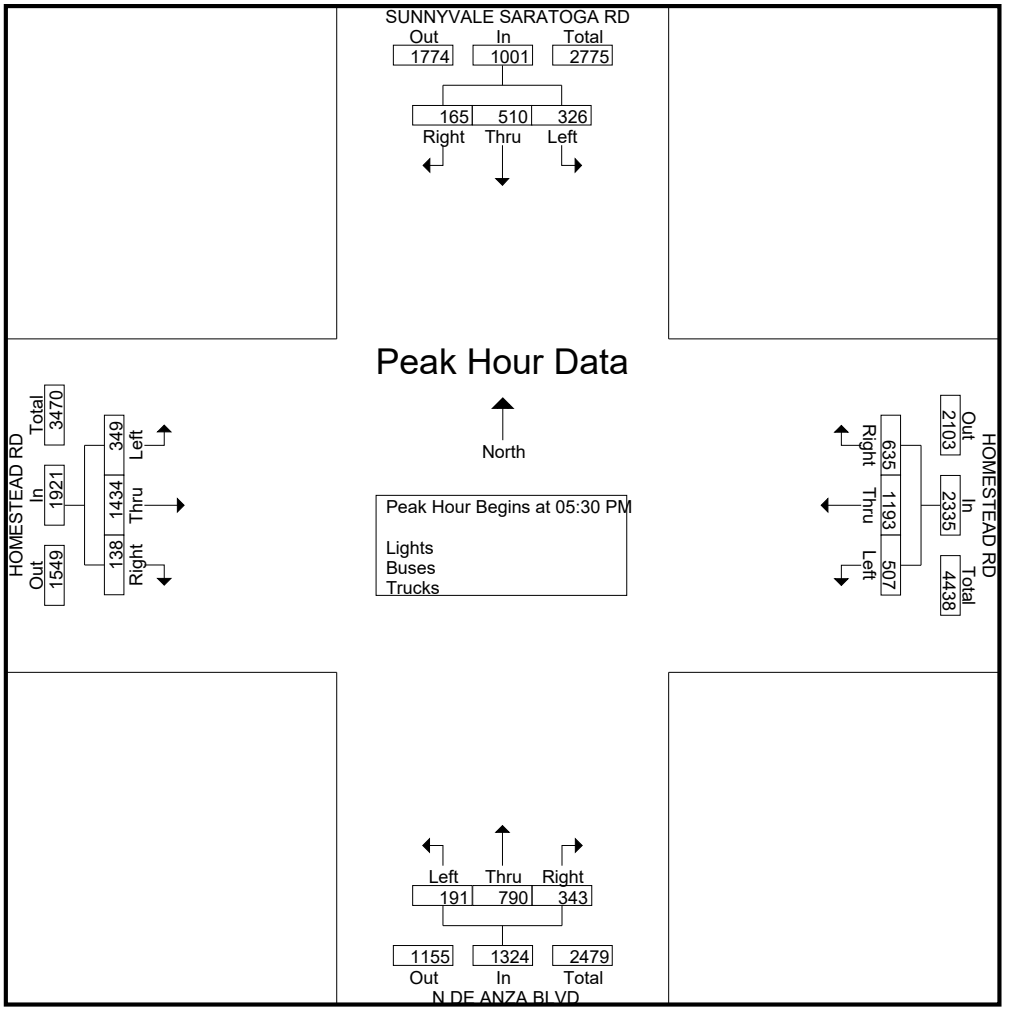

ATTACHMENT 6

Traffic Data Service

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/11/2017
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Groups Printed- Bikes

	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	6
04:15 PM	3	3	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	10
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	2	5	1	0	8	14
Total	4	8	2	0	14	0	0	0	0	0	0	13	0	0	13	3	10	1	0	14	41
05:00 PM	0	1	2	0	3	1	1	0	0	2	0	3	0	0	3	0	6	2	0	8	16
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	9
05:30 PM	0	8	0	0	8	1	1	0	0	2	0	6	0	0	6	0	6	0	0	6	22
05:45 PM	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	12
Total	0	15	3	0	18	2	4	0	0	6	0	16	0	0	16	0	15	4	0	19	59
06:00 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	8
06:15 PM	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	0	3	0	0	3	13
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	8
06:45 PM	1	1	1	0	3	0	0	0	0	0	1	8	1	0	10	0	2	0	0	2	15
Total	1	7	2	0	10	0	0	0	0	0	2	22	1	0	25	0	8	1	0	9	44
Grand Total	5	30	7	0	42	2	4	0	0	6	2	51	1	0	54	3	33	6	0	42	144
Apprch %	11.9	71.4	16.7	0		33.3	66.7	0	0		3.7	94.4	1.9	0		7.1	78.6	14.3	0		
Total %	3.5	20.8	4.9	0	29.2	1.4	2.8	0	0	4.2	1.4	35.4	0.7	0	37.5	2.1	22.9	4.2	0	29.2	

	SUNNYVALE SARATOGA RD Southbound				HOMESTEAD RD Westbound				N DE ANZA BLVD Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	1	0	0	0	0	0	5	0	5	**2**	5	1	**8**	14
05:00 PM	0	1	**2**	3	**1**	1	0	**2**	0	3	0	3	0	**6**	**2**	8	16
05:15 PM	0	2	0	2	0	**2**	0	2	0	3	0	3	0	1	1	2	9
05:30 PM	0	**8**	0	**8**	1	1	0	2	0	**6**	0	**6**	0	6	0	6	**22**
Total Volume	1	11	2	14	2	4	0	6	0	17	0	17	2	18	4	24	61
% App. Total	7.1	78.6	14.3		33.3	66.7	0		0	100	0		8.3	75	16.7		
PHF	.250	.344	.250	.438	.500	.500	.000	.750	.000	.708	.000	.708	.250	.750	.500	.750	.693

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File Name : 2PM FINAL
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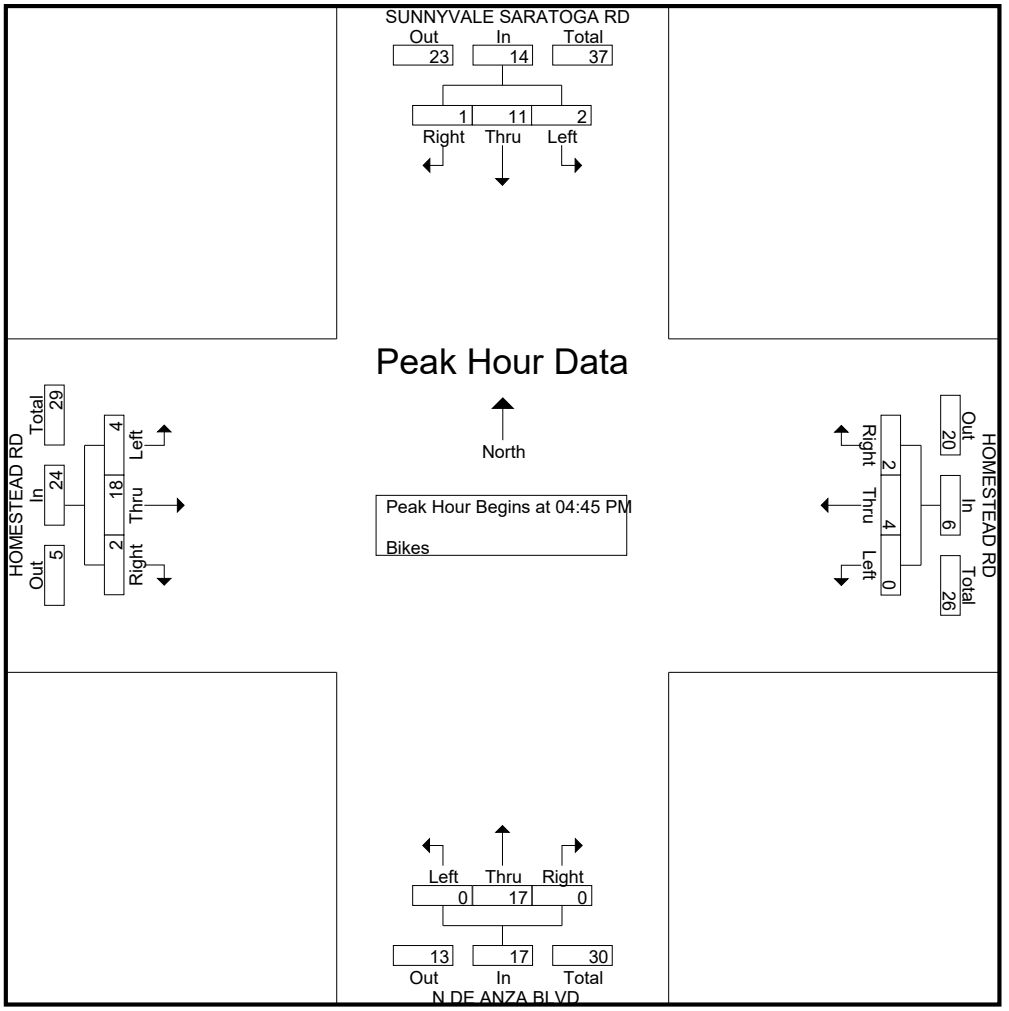

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL 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	2	77	7	2	88	24	109	55	0	188	3	75	37	7	122	22	49	5	10	86	484
07:15 AM	0	84	12	2	98	35	190	84	3	312	8	103	45	2	158	20	35	4	3	62	630
07:30 AM	5	114	27	6	152	49	204	107	2	362	3	128	51	7	189	40	66	11	10	127	830
07:45 AM	12	154	27	3	196	61	283	95	5	444	8	242	71	3	324	43	52	9	4	108	1072
Total	19	429	73	13	534	169	786	341	10	1306	22	548	204	19	793	125	202	29	27	383	3016
08:00 AM	10	102	15	10	137	79	269	102	7	457	3	197	73	5	278	48	69	10	5	132	1004
08:15 AM	11	173	17	2	203	66	171	98	3	338	9	255	64	3	331	59	68	14	8	149	1021
08:30 AM	21	131	21	4	177	63	274	80	1	418	4	295	58	5	362	52	82	13	4	151	1108
08:45 AM	15	137	18	5	175	66	236	93	6	401	9	321	89	6	425	54	69	16	3	142	1143
Total	57	543	71	21	692	274	950	373	17	1614	25	1068	284	19	1396	213	288	53	20	574	4276
09:00 AM	13	159	15	7	194	64	219	91	2	376	10	357	67	1	435	52	67	12	7	138	1143
09:15 AM	22	117	24	1	164	64	184	84	5	337	5	312	63	2	382	48	90	18	3	159	1042
09:30 AM	20	135	20	4	179	63	252	92	5	412	7	234	87	6	334	62	82	18	7	169	1094
09:45 AM	18	108	17	9	152	44	164	75	7	290	11	270	83	4	368	53	91	16	5	165	975
Total	73	519	76	21	689	235	819	342	19	1415	33	1173	300	13	1519	215	330	64	22	631	4254
Grand Total	149	1491	220	55	1915	678	2555	1056	46	4335	80	2789	788	51	3708	553	820	146	69	1588	11546
Apprch %	7.8	77.9	11.5	2.9		15.6	58.9	24.4	1.1		2.2	75.2	21.3	1.4		34.8	51.6	9.2	4.3		
Total %	1.3	12.9	1.9	0.5	16.6	5.9	22.1	9.1	0.4	37.5	0.7	24.2	6.8	0.4	32.1	4.8	7.1	1.3	0.6	13.8	
Lights	142	1453	215	55	1865	668	2494	1043	46	4251	80	2742	778	51	3651	545	772	141	68	1526	11293
% Lights	95.3	97.5	97.7	100	97.4	98.5	97.6	98.8	100	98.1	100	98.3	98.7	100	98.5	98.6	94.1	96.6	98.6	96.1	97.8
Buses	3	14	0	0	17	2	30	2	0	34	0	21	0	0	21	0	29	0	0	29	101
% Buses	2	0.9	0	0	0.9	0.3	1.2	0.2	0	0.8	0	0.8	0	0	0.6	0	3.5	0	0	1.8	0.9
Trucks	4	24	5	0	33	8	31	11	0	50	0	26	10	0	36	8	19	5	1	33	152
% Trucks	2.7	1.6	2.3	0	1.7	1.2	1.2	1	0	1.2	0	0.9	1.3	0	1	1.4	2.3	3.4	1.4	2.1	1.3

	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	21	131	21	173	63	**274**	80	**417**	4	295	58	357	52	82	13	147	1094
08:45 AM	15	137	18	170	**66**	236	**93**	395	9	321	**89**	419	**54**	69	16	139	1123
09:00 AM	13	**159**	15	**187**	64	219	91	374	**10**	**357**	67	**434**	52	67	12	131	**1126**
09:15 AM	**22**	117	**24**	163	64	184	84	332	5	312	63	380	48	**90**	**18**	**156**	1031
Total Volume	71	544	78	693	257	913	348	1518	28	1285	277	1590	206	308	59	573	4374
% App. Total	10.2	78.5	11.3		16.9	60.1	22.9		1.8	80.8	17.4		36	53.8	10.3		
PHF	.807	.855	.813	.926	.973	.833	.935	.910	.700	.900	.778	.916	.954	.856	.819	.918	.971

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File Name : 3AM FINAL
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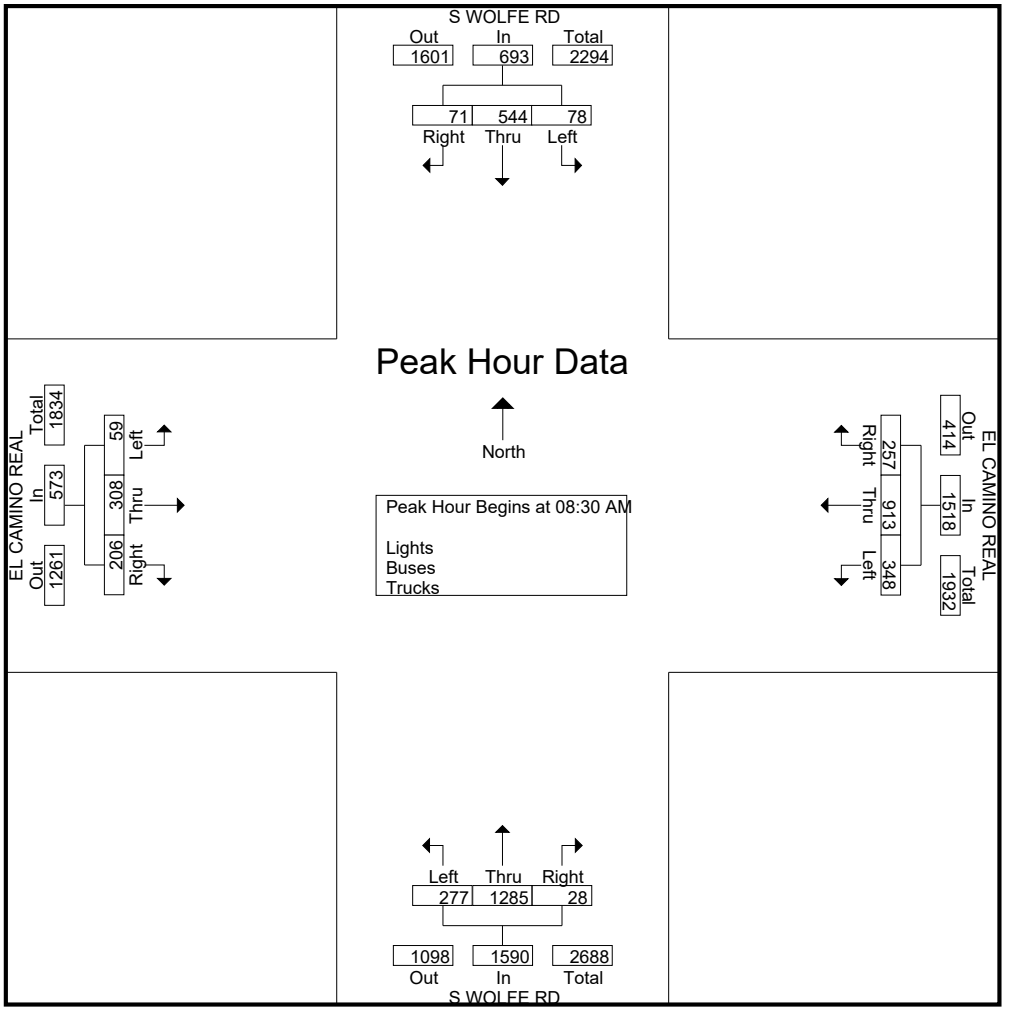

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File Name : 3AM FINAL
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Start Date : 5/24/2017
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Groups Printed- Bikes

	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	11
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	7
Grand Total	1	5	0	0	6	0	3	0	0	3	0	11	2	0	13	0	1	0	0	1	23
Apprch %	16.7	83.3	0	0		0	100	0	0		0	84.6	15.4	0		0	100	0	0		
Total %	4.3	21.7	0	0	26.1	0	13	0	0	13	0	47.8	8.7	0	56.5	0	4.3	0	0	4.3	

	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	**1**	0	**1**	**5**
08:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
09:00 AM	0	1	0	1	0	**1**	0	**1**	0	2	0	2	0	0	0	0	4
Total Volume	1	5	0	6	0	1	0	1	0	6	0	6	0	1	0	1	14
% App. Total	16.7	83.3	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.417	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.000	.250	.000	.250	.700

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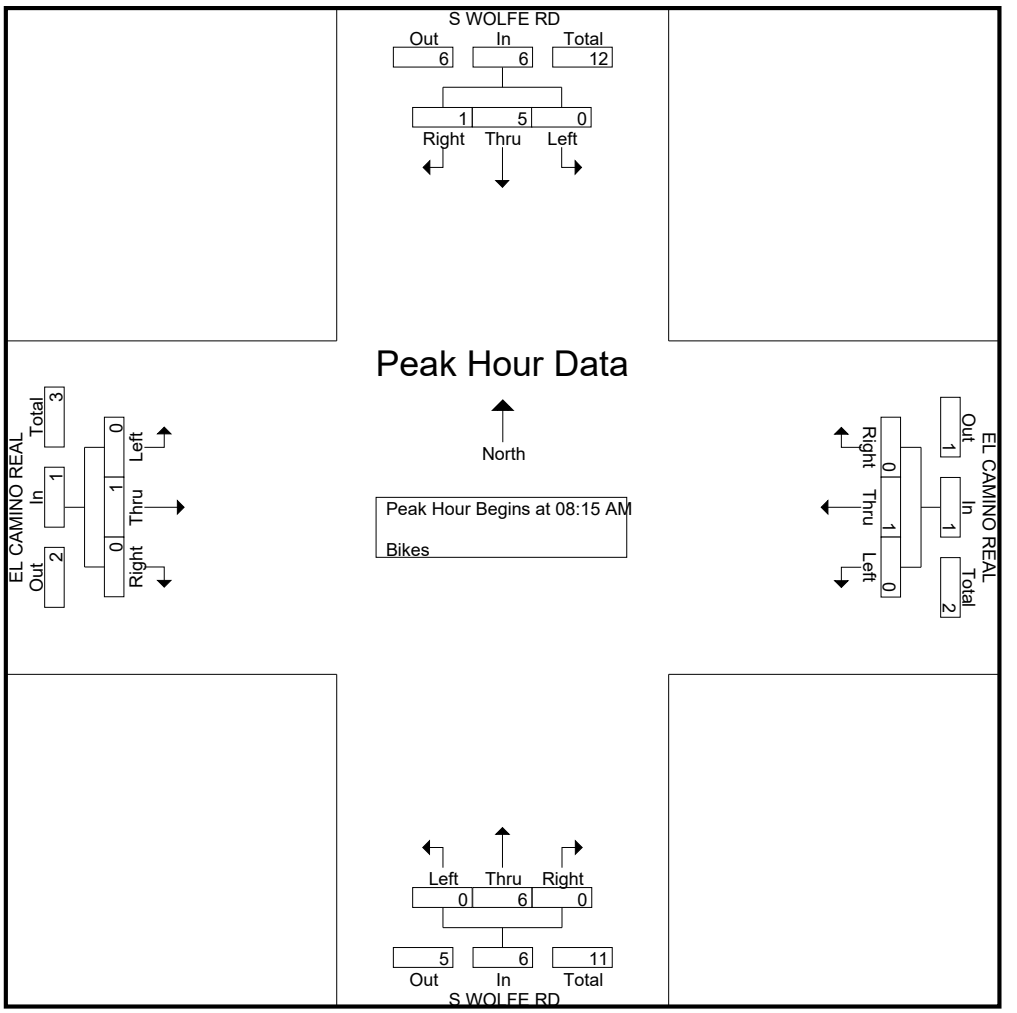

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/24/2017
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Groups Printed- Lights - Buses - Trucks

	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	138	30	10	189	23	166	81	4	274	24	103	48	7	182	120	247	12	2	381	1026
04:15 PM	13	206	43	6	268	24	126	73	8	231	38	94	63	3	198	105	241	14	4	364	1061
04:30 PM	21	296	39	6	362	25	135	71	4	235	36	120	67	3	226	100	241	24	0	365	1188
04:45 PM	14	271	43	4	332	35	158	82	5	280	47	115	57	4	223	89	241	21	8	359	1194
Total	59	911	155	26	1151	107	585	307	21	1020	145	432	235	17	829	414	970	71	14	1469	4469
05:00 PM	15	252	43	1	311	22	169	72	3	266	38	121	50	4	213	103	346	19	5	473	1263
05:15 PM	25	314	42	7	388	38	146	89	6	279	60	125	68	1	254	115	280	10	7	412	1333
05:30 PM	22	275	34	6	337	48	158	104	3	313	42	131	67	6	246	100	301	14	12	427	1323
05:45 PM	30	286	41	4	361	35	150	99	3	287	44	150	68	5	267	119	340	13	1	473	1388
Total	92	1127	160	18	1397	143	623	364	15	1145	184	527	253	16	980	437	1267	56	25	1785	5307
06:00 PM	10	324	34	2	370	41	126	89	4	260	43	165	89	3	300	103	250	13	9	375	1305
06:15 PM	16	294	45	3	358	27	175	97	6	305	45	147	82	3	277	105	305	24	4	438	1378
06:30 PM	21	259	46	1	327	34	142	83	5	264	30	121	62	6	219	92	302	26	7	427	1237
06:45 PM	13	251	39	5	308	31	151	77	5	264	28	138	66	1	233	108	236	18	2	364	1169
Total	60	1128	164	11	1363	133	594	346	20	1093	146	571	299	13	1029	408	1093	81	22	1604	5089
Grand Total	211	3166	479	55	3911	383	1802	1017	56	3258	475	1530	787	46	2838	1259	3330	208	61	4858	14865
Apprch %	5.4	81	12.2	1.4		11.8	55.3	31.2	1.7		16.7	53.9	27.7	1.6		25.9	68.5	4.3	1.3		
Total %	1.4	21.3	3.2	0.4	26.3	2.6	12.1	6.8	0.4	21.9	3.2	10.3	5.3	0.3	19.1	8.5	22.4	1.4	0.4	32.7	
Lights	209	3150	474	55	3888	381	1763	1015	55	3214	473	1515	785	46	2819	1253	3286	202	61	4802	14723
% Lights	99.1	99.5	99	100	99.4	99.5	97.8	99.8	98.2	98.6	99.6	99	99.7	100	99.3	99.5	98.7	97.1	100	98.8	99
Buses	2	14	0	0	16	1	30	0	0	31	0	8	0	0	8	3	28	3	0	34	89
% Buses	0.9	0.4	0	0	0.4	0.3	1.7	0	0	1	0	0.5	0	0	0.3	0.2	0.8	1.4	0	0.7	0.6
Trucks	0	2	5	0	7	1	9	2	1	13	2	7	2	0	11	3	16	3	0	22	53
% Trucks	0	0.1	1	0	0.2	0.3	0.5	0.2	1.8	0.4	0.4	0.5	0.3	0	0.4	0.2	0.5	1.4	0	0.5	0.4

	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	22	275	34	331	**48**	158	**104**	**310**	42	131	67	240	100	301	14	415	1296
05:45 PM	**30**	286	41	357	35	150	99	284	44	150	68	262	**119**	**340**	13	**472**	**1375**
06:00 PM	10	**324**	34	**368**	41	126	89	256	43	**165**	**89**	**297**	103	250	13	366	1287
06:15 PM	16	294	**45**	355	27	**175**	97	299	**45**	147	82	274	105	305	**24**	434	1362
Total Volume	78	1179	154	1411	151	609	389	1149	174	593	306	1073	427	1196	64	1687	5320
% App. Total	5.5	83.6	10.9		13.1	53	33.9		16.2	55.3	28.5		25.3	70.9	3.8		
PHF	.650	.910	.856	.959	.786	.870	.935	.927	.967	.898	.860	.903	.897	.879	.667	.894	.967

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File Name : 3PM FINAL
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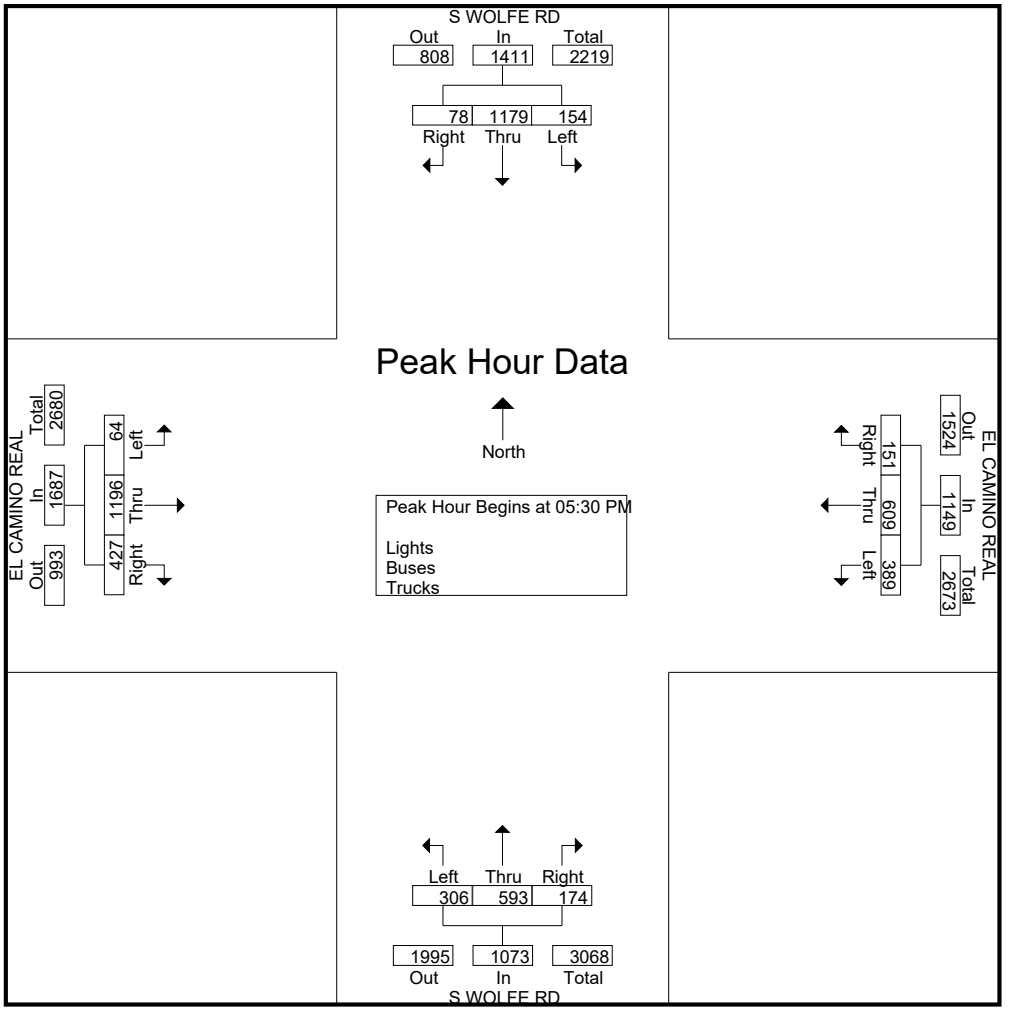

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/24/2017
Page No : 1

Groups Printed- Bikes

	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	1	3	0	0	4	7
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Grand Total	0	7	0	0	7	0	0	2	0	2	0	6	1	0	7	1	3	0	0	4	20
Apprch %	0	100	0	0		0	0	100	0		0	85.7	14.3	0		25	75	0	0		
Total %	0	35	0	0	35	0	0	10	0	10	0	30	5	0	35	5	15	0	0	20	

	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**4**
Total Volume	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.625

ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
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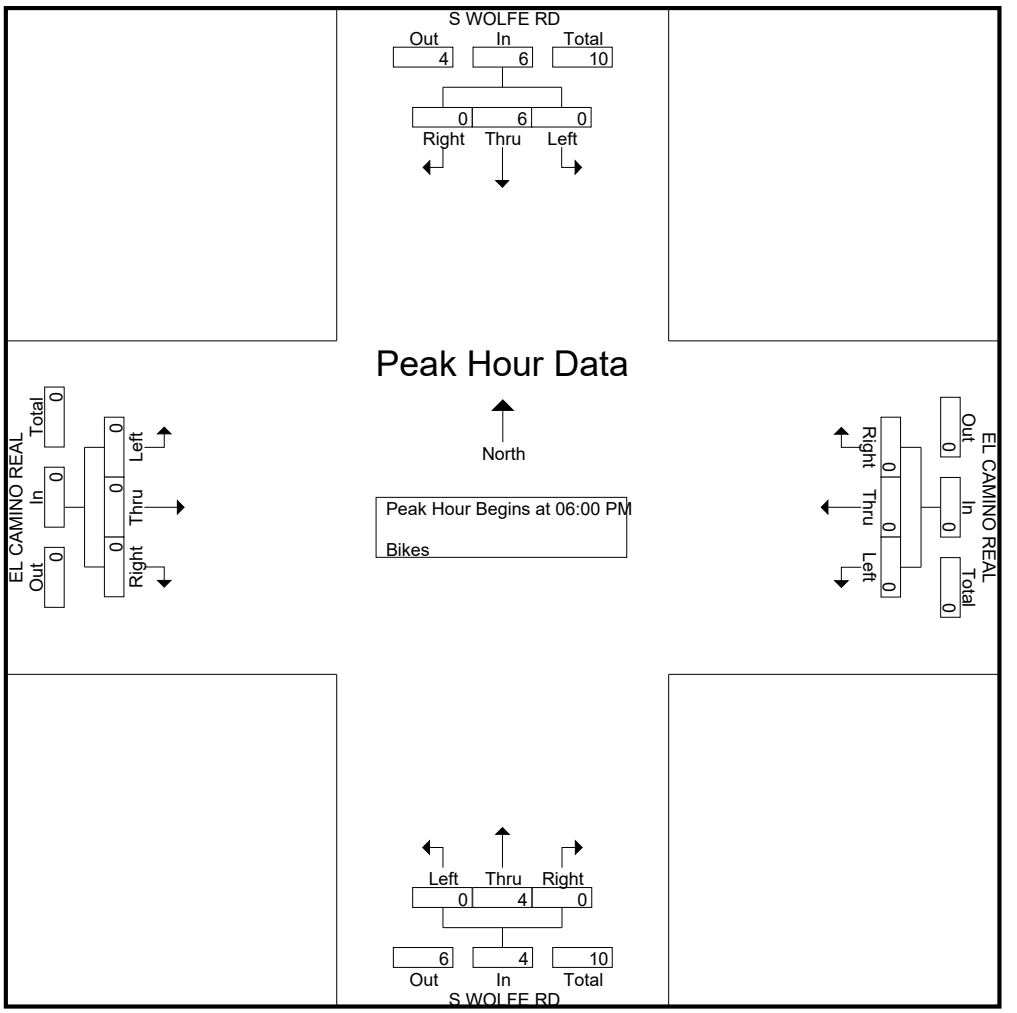
File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/24/2017
Page No : 2



ATTACHMENT 6

Traffic Data Service

San Jose, CA
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tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE 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	62	84	7	0	153	4	4	0	4	12	2	85	18	4	109	20	18	27	3	68	342
07:15 AM	80	104	5	1	190	14	9	4	3	30	3	112	18	3	136	14	26	33	2	75	431
07:30 AM	87	144	15	1	247	11	7	0	2	20	2	125	26	2	155	39	28	41	2	110	532
07:45 AM	137	130	35	0	302	23	12	4	1	40	5	241	38	1	285	39	39	61	1	140	767
Total	366	462	62	2	892	52	32	8	10	102	12	563	100	10	685	112	111	162	8	393	2072
08:00 AM	128	107	8	0	243	24	12	1	0	37	2	192	20	2	216	51	57	53	1	162	658
08:15 AM	130	190	8	2	330	21	4	0	3	28	7	234	32	3	276	43	43	63	1	150	784
08:30 AM	97	157	4	0	258	25	10	2	1	38	6	237	29	6	278	41	45	94	4	184	758
08:45 AM	135	147	1	1	284	35	15	3	1	54	9	266	34	6	315	35	49	101	2	187	840
Total	490	601	21	3	1115	105	41	6	5	157	24	929	115	17	1085	170	194	311	8	683	3040
09:00 AM	130	170	4	2	306	46	13	1	1	61	8	289	19	2	318	29	46	96	1	172	857
09:15 AM	110	133	4	1	248	27	12	1	1	41	10	252	30	2	294	34	65	86	7	192	775
09:30 AM	100	180	7	1	288	12	7	4	1	24	13	222	30	3	268	36	58	89	3	186	766
09:45 AM	75	150	7	0	232	12	7	2	2	23	12	246	20	0	278	25	52	105	2	184	717
Total	415	633	22	4	1074	97	39	8	5	149	43	1009	99	7	1158	124	221	376	13	734	3115
Grand Total	1271	1696	105	9	3081	254	112	22	20	408	79	2501	314	34	2928	406	526	849	29	1810	8227
Apprch %	41.3	55	3.4	0.3		62.3	27.5	5.4	4.9		2.7	85.4	10.7	1.2		22.4	29.1	46.9	1.6		
Total %	15.4	20.6	1.3	0.1	37.4	3.1	1.4	0.3	0.2	5	1	30.4	3.8	0.4	35.6	4.9	6.4	10.3	0.4	22	
Lights	1254	1654	104	9	3021	253	112	21	20	406	75	2453	310	34	2872	399	521	843	29	1792	8091
% Lights	98.7	97.5	99	100	98.1	99.6	100	95.5	100	99.5	94.9	98.1	98.7	100	98.1	98.3	99	99.3	100	99	98.3
Buses	1	15	1	0	17	0	0	0	0	0	0	20	2	0	22	1	1	0	0	2	41
% Buses	0.1	0.9	1	0	0.6	0	0	0	0	0	0	0.8	0.6	0	0.8	0.2	0.2	0	0	0.1	0.5
Trucks	16	27	0	0	43	1	0	1	0	2	4	28	2	0	34	6	4	6	0	16	95
% Trucks	1.3	1.6	0	0	1.4	0.4	0	4.5	0	0.5	5.1	1.1	0.6	0	1.2	1.5	0.8	0.7	0	0.9	1.2

	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	130	**190**	**8**	**328**	21	4	0	25	7	234	32	273	**43**	43	63	149	775
08:30 AM	97	157	4	258	25	10	2	37	6	237	29	272	41	45	94	180	747
08:45 AM	**135**	147	1	283	35	**15**	**3**	53	**9**	266	**34**	309	35	**49**	**101**	**185**	830
09:00 AM	130	170	4	304	**46**	13	1	**60**	8	**289**	19	**316**	29	46	96	171	**851**
Total Volume	492	664	17	1173	127	42	6	175	30	1026	114	1170	148	183	354	685	3203
% App. Total	41.9	56.6	1.4		72.6	24	3.4		2.6	87.7	9.7		21.6	26.7	51.7		
PHF	.911	.874	.531	.894	.690	.700	.500	.729	.833	.888	.838	.926	.860	.934	.876	.926	.941

ATTACHMENT 6

Traffic Data Service

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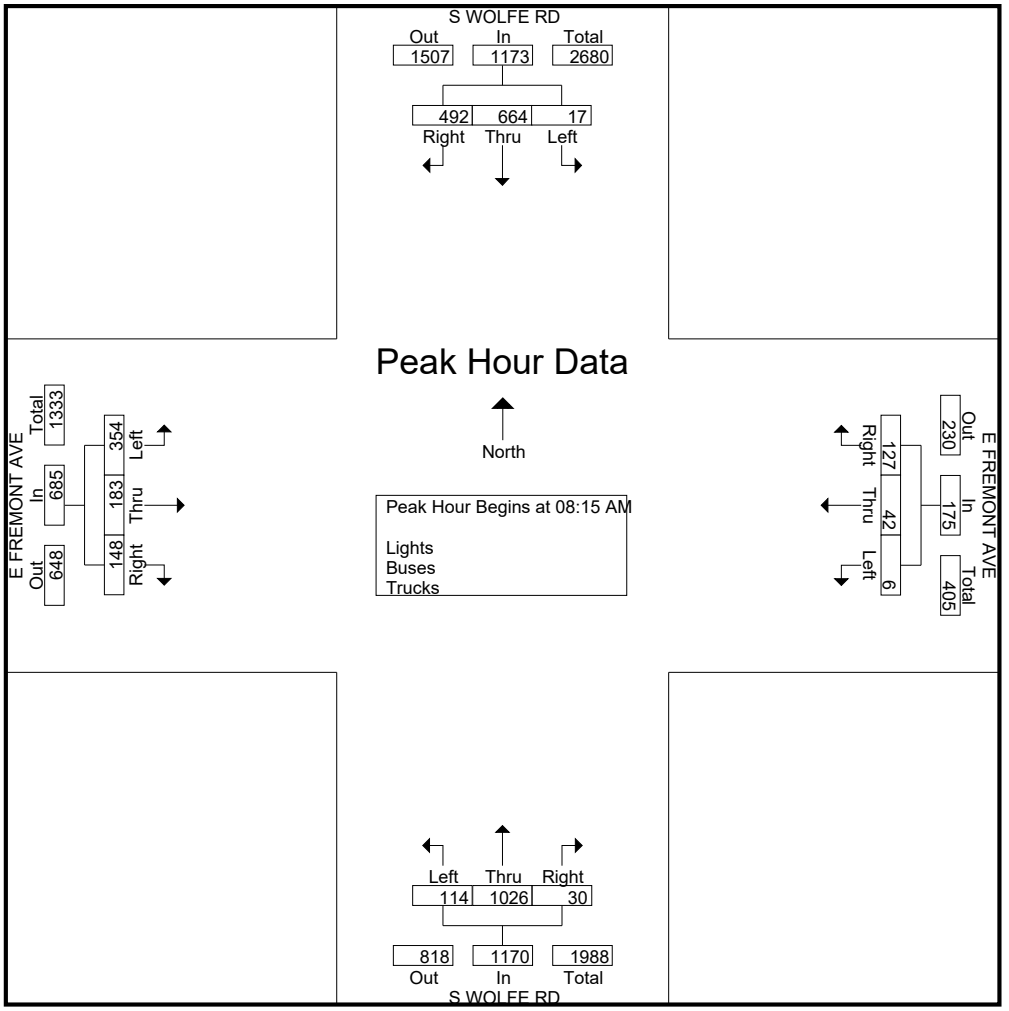
File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 2



ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 1

Groups Printed- Bikes

	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	5
Total	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	1	4	0	0	5	13
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
Total	3	4	0	0	7	0	4	0	0	4	0	2	0	0	2	0	0	1	0	1	14
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	6
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	12
Grand Total	3	8	0	0	11	0	12	0	0	12	0	7	0	0	7	1	7	1	0	9	39
Apprch %	27.3	72.7	0	0		0	100	0	0		0	100	0	0		11.1	77.8	11.1	0		
Total %	7.7	20.5	0	0	28.2	0	30.8	0	0	30.8	0	17.9	0	0	17.9	2.6	17.9	2.6	0	23.1	

	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**1**	**3**	0	**4**	0	1	0	1	0	0	0	0	0	0	0	0	5
08:45 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	**1**	1	4
09:00 AM	0	1	0	1	0	1	0	1	0	**2**	0	**2**	0	**2**	0	**2**	**6**
09:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	2	4	0	6	0	5	0	5	0	3	0	3	0	2	1	3	17
% App. Total	33.3	66.7	0		0	100	0		0	100	0		0	66.7	33.3		
PHF	.500	.333	.000	.375	.000	.625	.000	.625	.000	.375	.000	.375	.000	.250	.250	.375	.708

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Traffic Data Service

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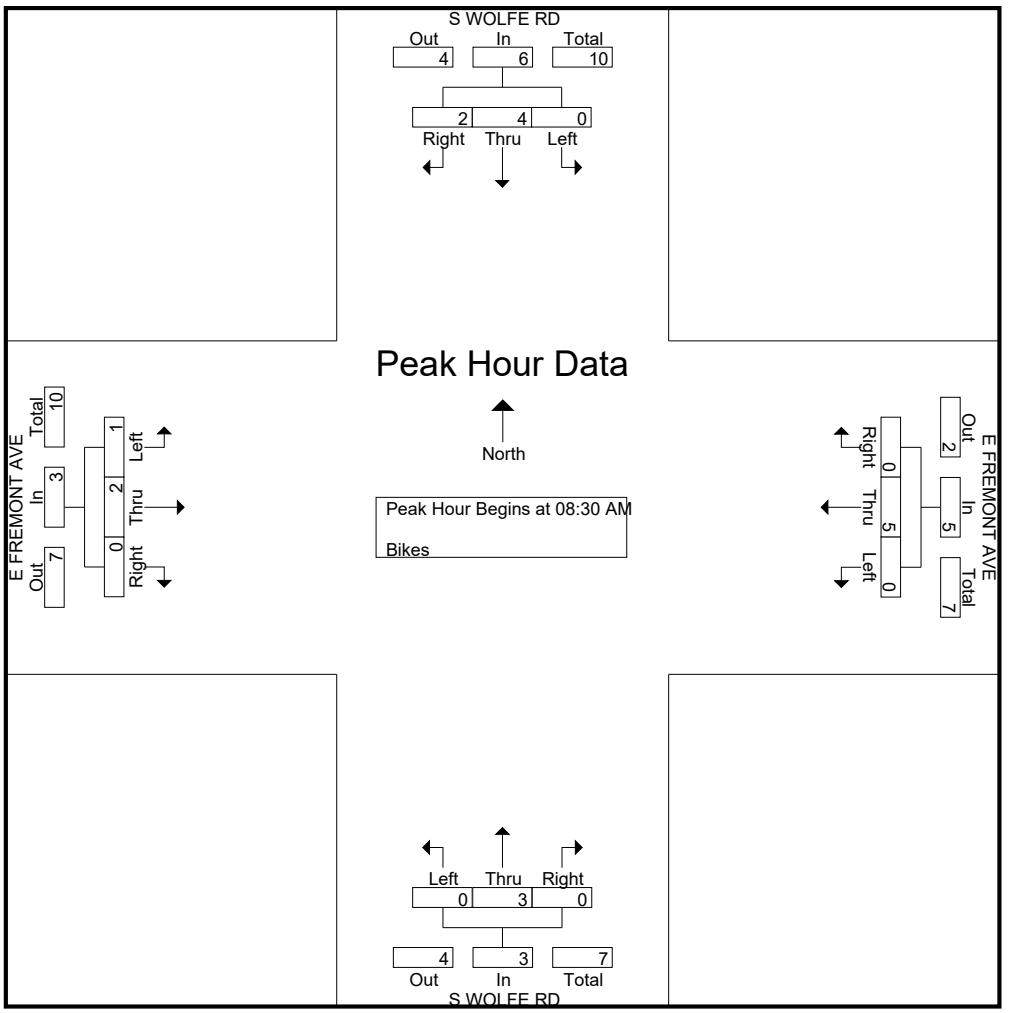
File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 2



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Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	87	233	10	1	331	9	5	1	0	15	16	90	22	4	132	59	67	66	3	195	673
04:15 PM	93	277	7	1	378	6	4	1	1	12	11	105	32	2	150	86	80	76	9	251	791
04:30 PM	100	372	24	0	496	11	3	2	4	20	12	138	37	7	194	81	95	68	4	248	958
04:45 PM	103	333	26	2	464	13	5	0	2	20	18	126	35	3	182	76	103	69	3	251	917
Total	383	1215	67	4	1669	39	17	4	7	67	57	459	126	16	658	302	345	279	19	945	3339
05:00 PM	108	305	11	2	426	11	4	2	1	18	12	120	31	3	166	80	92	77	6	255	865
05:15 PM	121	370	21	1	513	7	5	1	0	13	11	161	29	0	201	97	93	83	6	279	1006
05:30 PM	130	337	16	1	484	3	6	2	3	14	18	142	35	2	197	84	100	94	8	286	981
05:45 PM	140	363	14	4	521	11	6	3	0	20	11	158	43	1	213	118	122	94	5	339	1093
Total	499	1375	62	8	1944	32	21	8	4	65	52	581	138	6	777	379	407	348	25	1159	3945
06:00 PM	134	361	17	3	515	1	7	5	3	16	24	185	53	0	262	92	102	101	8	303	1096
06:15 PM	126	355	22	1	504	1	6	2	4	13	8	181	52	1	242	72	97	81	0	250	1009
06:30 PM	110	300	30	2	442	11	8	2	1	22	11	124	35	3	173	67	95	70	5	237	874
06:45 PM	106	298	28	0	432	11	7	0	6	24	18	136	30	0	184	61	82	67	6	216	856
Total	476	1314	97	6	1893	24	28	9	14	75	61	626	170	4	861	292	376	319	19	1006	3835
Grand Total	1358	3904	226	18	5506	95	66	21	25	207	170	1666	434	26	2296	973	1128	946	63	3110	11119
Apprch %	24.7	70.9	4.1	0.3		45.9	31.9	10.1	12.1		7.4	72.6	18.9	1.1		31.3	36.3	30.4	2		
Total %	12.2	35.1	2	0.2	49.5	0.9	0.6	0.2	0.2	1.9	1.5	15	3.9	0.2	20.6	8.8	10.1	8.5	0.6	28	
Lights	1353	3882	225	18	5478	95	66	21	25	207	168	1651	433	26	2278	972	1122	941	63	3098	11061
% Lights	99.6	99.4	99.6	100	99.5	100	100	100	100	100	98.8	99.1	99.8	100	99.2	99.9	99.5	99.5	100	99.6	99.5
Buses	2	14	1	0	17	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	27
% Buses	0.1	0.4	0.4	0	0.3	0	0	0	0	0	0	0.5	0	0	0.3	0	0.1	0.1	0	0.1	0.2
Trucks	3	8	0	0	11	0	0	0	0	0	2	7	1	0	10	1	5	4	0	10	31
% Trucks	0.2	0.2	0	0	0.2	0	0	0	0	0	1.2	0.4	0.2	0	0.4	0.1	0.4	0.4	0	0.3	0.3

	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	130	337	16	483	3	6	2	11	18	142	35	195	84	100	94	278	967
05:45 PM	**140**	**363**	14	**517**	**11**	6	3	**20**	11	158	43	212	**118**	**122**	94	**334**	**1083**
06:00 PM	134	361	17	512	1	**7**	**5**	13	**24**	**185**	**53**	**262**	92	102	**101**	295	1082
06:15 PM	126	355	**22**	503	1	6	2	9	8	181	52	241	72	97	81	250	1003
Total Volume	530	1416	69	2015	16	25	12	53	61	666	183	910	366	421	370	1157	4135
% App. Total	26.3	70.3	3.4		30.2	47.2	22.6		6.7	73.2	20.1		31.6	36.4	32		
PHF	.946	.975	.784	.974	.364	.893	.600	.663	.635	.900	.863	.868	.775	.863	.916	.866	.955

ATTACHMENT 6

Traffic Data Service

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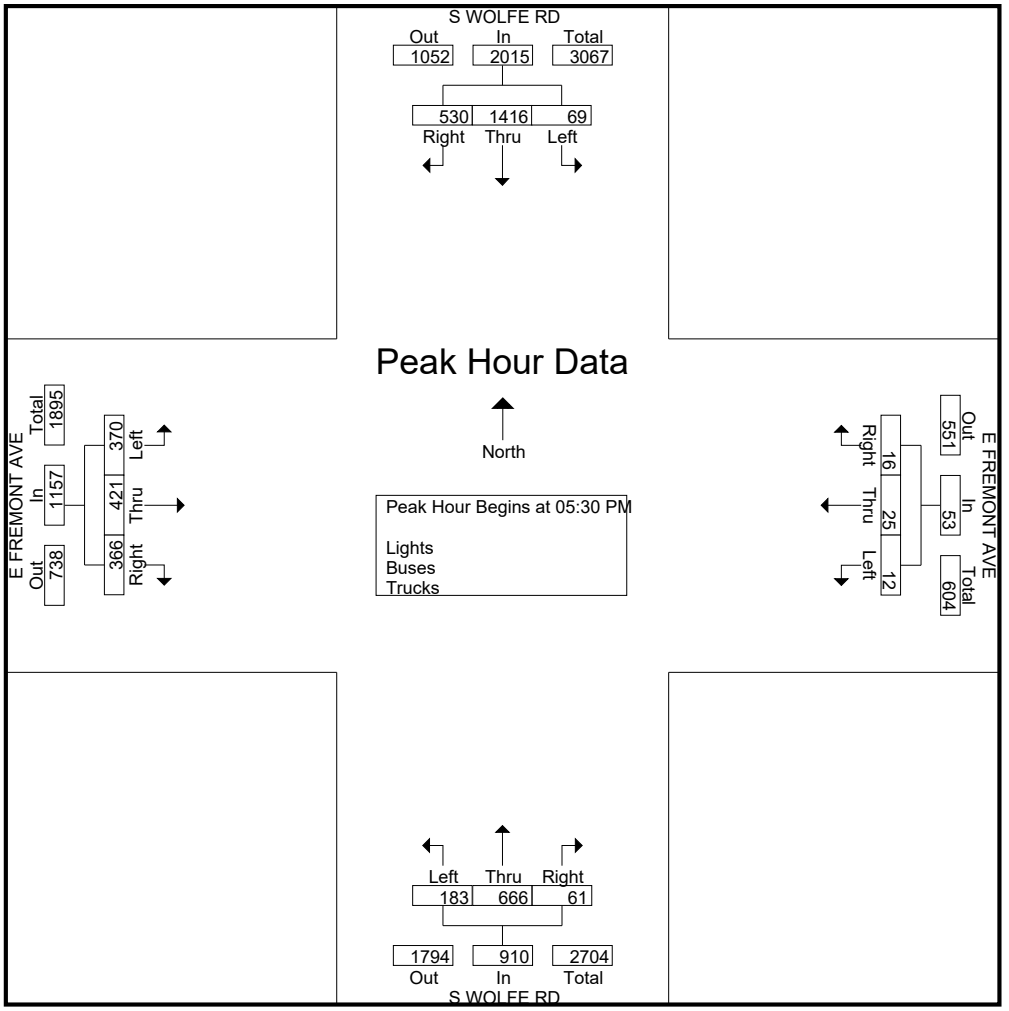
File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 2



ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 1

Groups Printed- Bikes

	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	8
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	0	8	0	0	8	15
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	7
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	5
Total	0	6	1	0	7	0	1	0	0	1	0	2	0	0	2	1	7	2	0	10	20
Grand Total	1	10	1	0	12	1	5	0	0	6	0	3	0	0	3	1	19	2	0	22	43
Apprch %	8.3	83.3	8.3	0		16.7	83.3	0	0		0	100	0	0		4.5	86.4	9.1	0		
Total %	2.3	23.3	2.3	0	27.9	2.3	11.6	0	0	14	0	7	0	0	7	2.3	44.2	4.7	0	51.2	

	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	**5**	0	**5**	**8**
05:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
06:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**1**	2	**1**	4	7
06:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	5	0	5	0	3	0	3	0	1	0	1	1	11	1	13	22
% App. Total	0	100	0		0	100	0		0	100	0		7.7	84.6	7.7		
PHF	.000	.417	.000	.417	.000	.375	.000	.375	.000	.250	.000	.250	.250	.550	.250	.650	.688

ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
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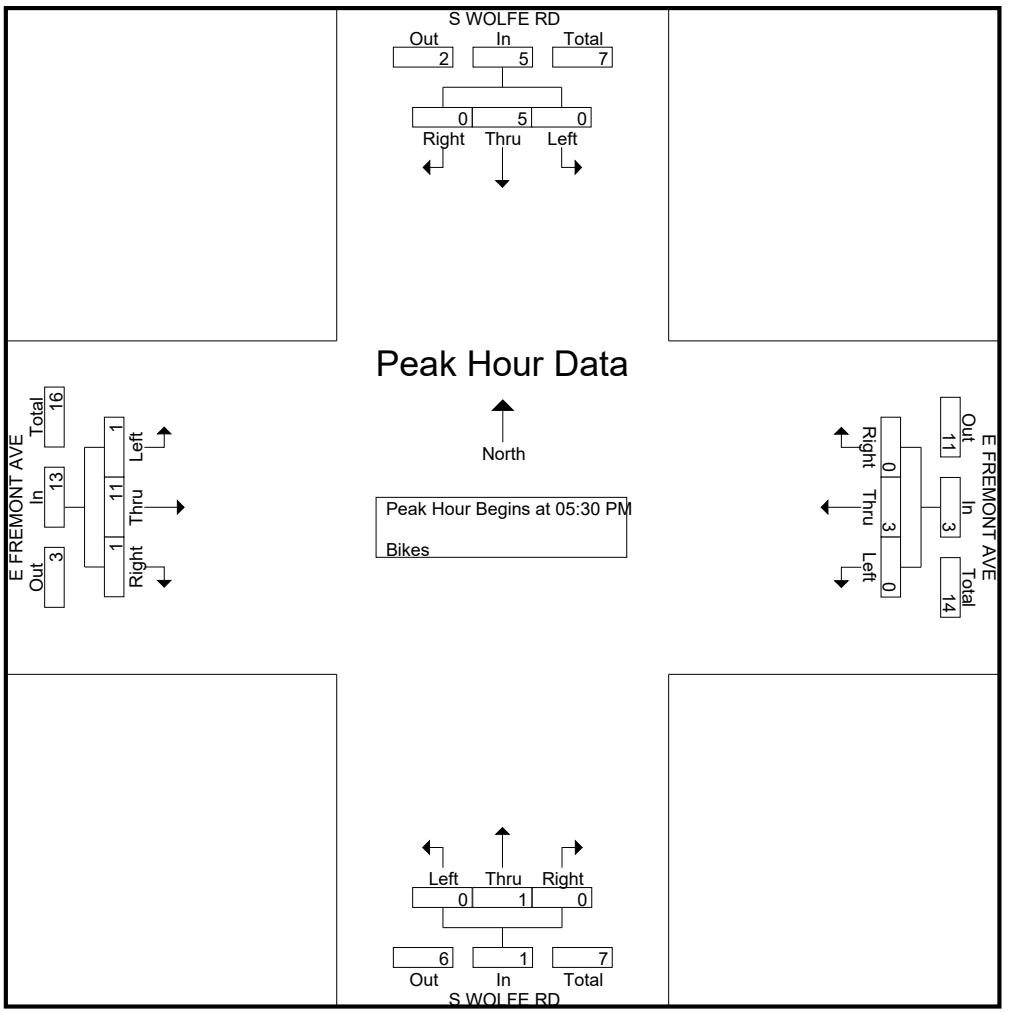
File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 2



ATTACHMENT 6

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San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	HOLLENBECK AVE Southbound					W REMINGTON DR Westbound					HOLLENBECK AVE Northbound					W REMINGTON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	16	4	0	21	2	25	6	2	35	12	24	2	1	39	2	16	1	0	19	114
07:15 AM	5	53	12	1	71	7	35	15	1	58	20	46	7	0	73	2	21	2	1	26	228
07:30 AM	7	74	8	0	89	7	73	18	3	101	37	78	3	1	119	0	25	2	1	28	337
07:45 AM	11	77	4	5	97	12	74	20	9	115	20	109	6	3	138	8	34	4	6	52	402
Total	24	220	28	6	278	28	207	59	15	309	89	257	18	5	369	12	96	9	8	125	1081
08:00 AM	23	98	6	3	130	29	101	16	3	149	28	134	13	3	178	4	61	14	3	82	539
08:15 AM	8	84	4	3	99	12	89	16	2	119	31	104	6	0	141	15	90	13	1	119	478
08:30 AM	9	47	4	1	61	6	61	13	0	80	26	111	9	1	147	7	56	2	0	65	353
08:45 AM	11	53	7	2	73	17	47	13	0	77	21	114	14	1	150	7	41	10	0	58	358
Total	51	282	21	9	363	64	298	58	5	425	106	463	42	5	616	33	248	39	4	324	1728
09:00 AM	9	56	8	0	73	8	31	11	3	53	25	138	4	0	167	7	31	5	0	43	336
09:15 AM	7	61	15	0	83	11	50	14	1	76	33	148	6	1	188	6	44	8	1	59	406
09:30 AM	10	54	7	0	71	11	34	12	2	59	32	88	3	0	123	8	36	11	1	56	309
09:45 AM	3	43	8	0	54	8	42	7	0	57	25	91	4	0	120	4	30	8	0	42	273
Total	29	214	38	0	281	38	157	44	6	245	115	465	17	1	598	25	141	32	2	200	1324
Grand Total	104	716	87	15	922	130	662	161	26	979	310	1185	77	11	1583	70	485	80	14	649	4133
Apprch %	11.3	77.7	9.4	1.6		13.3	67.6	16.4	2.7		19.6	74.9	4.9	0.7		10.8	74.7	12.3	2.2		
Total %	2.5	17.3	2.1	0.4	22.3	3.1	16	3.9	0.6	23.7	7.5	28.7	1.9	0.3	38.3	1.7	11.7	1.9	0.3	15.7	
Lights	102	707	85	15	909	129	653	160	26	968	300	1170	77	11	1558	70	481	80	14	645	4080
% Lights	98.1	98.7	97.7	100	98.6	99.2	98.6	99.4	100	98.9	96.8	98.7	100	100	98.4	100	99.2	100	100	99.4	98.7
Buses	0	6	1	0	7	0	5	0	0	5	5	8	0	0	13	0	1	0	0	1	26
% Buses	0	0.8	1.1	0	0.8	0	0.8	0	0	0.5	1.6	0.7	0	0	0.8	0	0.2	0	0	0.2	0.6
Trucks	2	3	1	0	6	1	4	1	0	6	5	7	0	0	12	0	3	0	0	3	27
% Trucks	1.9	0.4	1.1	0	0.7	0.8	0.6	0.6	0	0.6	1.6	0.6	0	0	0.8	0	0.6	0	0	0.5	0.7

	HOLLENBECK AVE Southbound				W REMINGTON DR Westbound				HOLLENBECK AVE Northbound				W REMINGTON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	11	77	4	92	12	74	**20**	106	20	109	6	135	8	34	4	46	379
08:00 AM	**23**	**98**	**6**	**127**	**29**	**101**	16	**146**	28	**134**	**13**	**175**	4	61	**14**	79	**527**
08:15 AM	8	84	4	96	12	89	16	117	**31**	104	6	141	**15**	**90**	13	**118**	472
08:30 AM	9	47	4	60	6	61	13	80	26	111	9	146	7	56	2	65	351
Total Volume	51	306	18	375	59	325	65	449	105	458	34	597	34	241	33	308	1729
% App. Total	13.6	81.6	4.8		13.1	72.4	14.5		17.6	76.7	5.7		11	78.2	10.7		
PHF	.554	.781	.750	.738	.509	.804	.813	.769	.847	.854	.654	.853	.567	.669	.589	.653	.820

ATTACHMENT 6

Traffic Data Service

San Jose, CA
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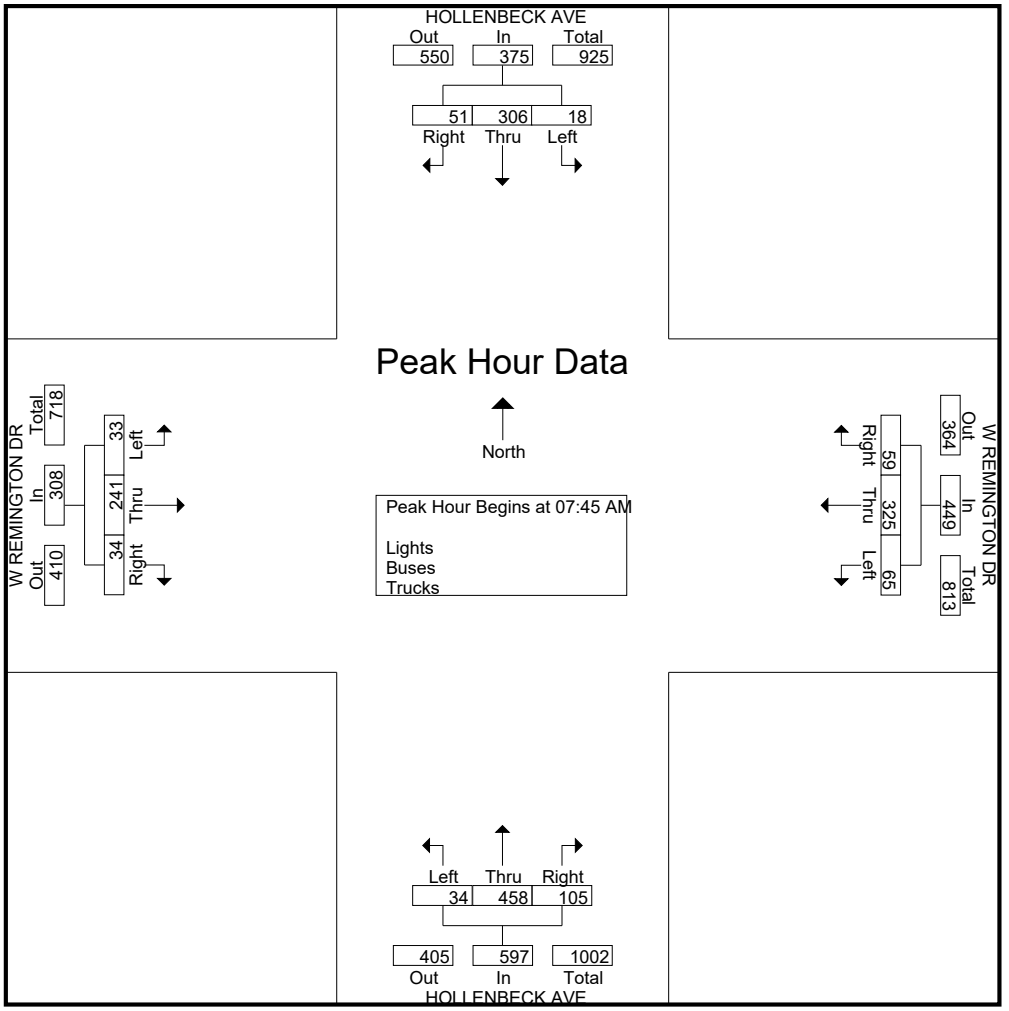
File Name : 5AM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 2



ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 1

Groups Printed- Bikes

	HOLLENBECK AVE Southbound					W REMINGTON DR Westbound					HOLLENBECK AVE Northbound					W REMINGTON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
07:30 AM	0	3	0	0	3	3	4	0	0	7	0	0	1	0	1	0	0	0	0	0	11
07:45 AM	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	0	0	1	0	1	10
Total	0	3	0	0	3	4	17	0	0	21	0	1	3	0	4	0	0	1	0	1	29
08:00 AM	3	4	0	0	7	2	13	0	0	15	1	4	0	0	5	0	0	0	0	0	27
08:15 AM	2	3	0	0	5	0	7	0	0	7	1	8	0	0	9	0	3	0	0	3	24
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	5
08:45 AM	1	2	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	6	10	0	0	16	2	26	1	0	29	2	12	1	0	15	1	4	0	0	5	65
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
09:15 AM	0	1	0	0	1	0	2	0	0	2	1	4	0	0	5	0	3	0	0	3	11
09:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	9
09:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	1	2	0	0	3	0	6	0	0	6	1	6	0	0	7	0	12	0	0	12	28
Grand Total	7	15	0	0	22	6	49	1	0	56	3	19	4	0	26	1	16	1	0	18	122
Apprch %	31.8	68.2	0	0		10.7	87.5	1.8	0		11.5	73.1	15.4	0		5.6	88.9	5.6	0		
Total %	5.7	12.3	0	0	18	4.9	40.2	0.8	0	45.9	2.5	15.6	3.3	0	21.3	0.8	13.1	0.8	0	14.8	

	HOLLENBECK AVE Southbound				W REMINGTON DR Westbound				HOLLENBECK AVE Northbound				W REMINGTON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	**3**	4	0	7	0	0	1	1	0	0	0	0	11
07:45 AM	0	0	0	0	1	6	0	7	0	0	**2**	2	0	0	**1**	1	10
08:00 AM	**3**	**4**	0	**7**	2	**13**	0	**15**	**1**	4	0	5	0	0	0	0	**27**
08:15 AM	2	3	0	5	0	7	0	7	1	**8**	0	**9**	0	**3**	0	**3**	24
Total Volume	5	10	0	15	6	30	0	36	2	12	3	17	0	3	1	4	72
% App. Total	33.3	66.7	0		16.7	83.3	0		11.8	70.6	17.6		0	75	25		
PHF	.417	.625	.000	.536	.500	.577	.000	.600	.500	.375	.375	.472	.000	.250	.250	.333	.667

ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
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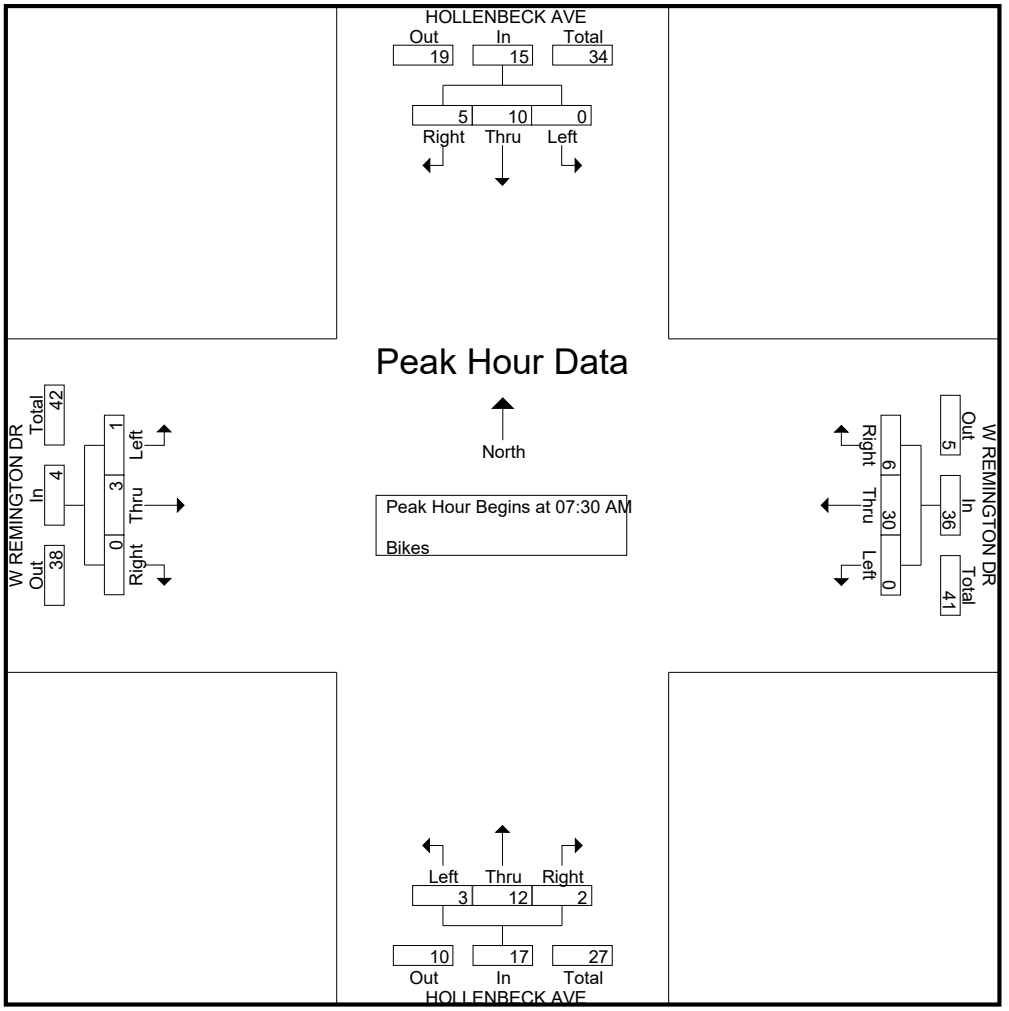
File Name : 5AM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 2



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Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	HOLLENBECK AVE Southbound					W REMINGTON DR Westbound					HOLLENBECK AVE Northbound					W REMINGTON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	83	16	3	111	17	58	14	2	91	30	68	5	3	106	11	53	4	4	72	380
04:15 PM	8	73	13	1	95	6	45	17	2	70	18	66	4	0	88	5	73	8	0	86	339
04:30 PM	8	75	10	4	97	17	35	17	0	69	20	63	6	0	89	4	52	7	0	63	318
04:45 PM	9	91	15	0	115	16	42	17	1	76	37	83	4	0	124	14	68	5	0	87	402
Total	34	322	54	8	418	56	180	65	5	306	105	280	19	3	407	34	246	24	4	308	1439
05:00 PM	12	110	19	0	141	19	53	32	1	105	27	54	3	2	86	11	80	7	2	100	432
05:15 PM	19	145	19	5	188	16	64	33	3	116	40	96	5	0	141	18	64	5	4	91	536
05:30 PM	15	123	19	2	159	19	65	32	2	118	52	97	9	3	161	11	76	9	1	97	535
05:45 PM	21	119	19	0	159	25	61	31	0	117	42	96	9	2	149	14	74	9	2	99	524
Total	67	497	76	7	647	79	243	128	6	456	161	343	26	7	537	54	294	30	9	387	2027
06:00 PM	16	106	24	1	147	18	70	17	1	106	56	80	5	0	141	14	94	10	1	119	513
06:15 PM	12	92	18	2	124	19	54	21	0	94	25	63	4	0	92	10	62	11	2	85	395
06:30 PM	14	117	14	0	145	15	61	24	0	100	29	63	2	0	94	7	55	5	0	67	406
06:45 PM	12	115	25	2	154	16	49	13	0	78	23	76	7	0	106	3	52	5	3	63	401
Total	54	430	81	5	570	68	234	75	1	378	133	282	18	0	433	34	263	31	6	334	1715
Grand Total	155	1249	211	20	1635	203	657	268	12	1140	399	905	63	10	1377	122	803	85	19	1029	5181
Apprch %	9.5	76.4	12.9	1.2		17.8	57.6	23.5	1.1		29	65.7	4.6	0.7		11.9	78	8.3	1.8		
Total %	3	24.1	4.1	0.4	31.6	3.9	12.7	5.2	0.2	22	7.7	17.5	1.2	0.2	26.6	2.4	15.5	1.6	0.4	19.9	
Lights	155	1239	208	20	1622	203	657	268	12	1140	393	893	60	10	1356	121	802	85	19	1027	5145
% Lights	100	99.2	98.6	100	99.2	100	100	100	100	100	98.5	98.7	95.2	100	98.5	99.2	99.9	100	100	99.8	99.3
Buses	0	8	1	0	9	0	0	0	0	0	6	7	2	0	15	0	0	0	0	0	24
% Buses	0	0.6	0.5	0	0.6	0	0	0	0	0	1.5	0.8	3.2	0	1.1	0	0	0	0	0	0.5
Trucks	0	2	2	0	4	0	0	0	0	0	0	5	1	0	6	1	1	0	0	2	12
% Trucks	0	0.2	0.9	0	0.2	0	0	0	0	0	0	0.6	1.6	0	0.4	0.8	0.1	0	0	0.2	0.2

	HOLLENBECK AVE Southbound				W REMINGTON DR Westbound				HOLLENBECK AVE Northbound				W REMINGTON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	19	**145**	19	**183**	16	64	**33**	113	40	96	5	141	**18**	64	5	87	524
05:30 PM	15	123	19	157	19	65	32	116	52	**97**	**9**	**158**	11	76	9	96	**527**
05:45 PM	**21**	119	19	159	**25**	61	31	**117**	42	96	9	147	14	74	9	97	520
06:00 PM	16	106	**24**	146	18	**70**	17	105	**56**	80	5	141	14	**94**	**10**	**118**	510
Total Volume	71	493	81	645	78	260	113	451	190	369	28	587	57	308	33	398	2081
% App. Total	11	76.4	12.6		17.3	57.6	25.1		32.4	62.9	4.8		14.3	77.4	8.3		
PHF	.845	.850	.844	.881	.780	.929	.856	.964	.848	.951	.778	.929	.792	.819	.825	.843	.987

ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
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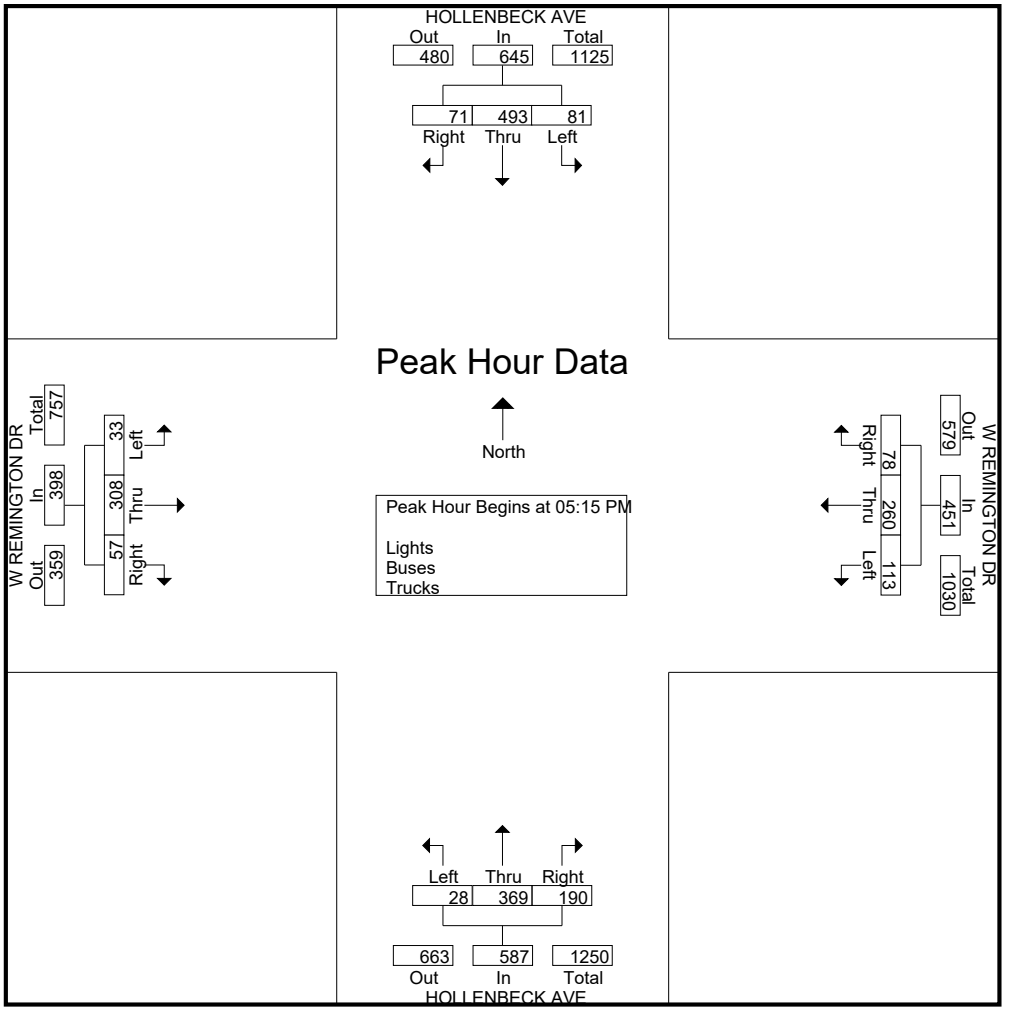
File Name : 5PM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 2



ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 1

Groups Printed- Bikes

	HOLLENBECK AVE Southbound					W REMINGTON DR Westbound					HOLLENBECK AVE Northbound					W REMINGTON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:45 PM	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	9
Total	0	4	0	0	4	1	4	0	0	5	1	1	0	0	2	0	6	0	0	6	17
05:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	4
05:15 PM	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	8
05:30 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	11
05:45 PM	1	4	0	0	5	0	1	1	0	2	0	0	0	0	0	4	3	0	0	7	14
Total	2	10	0	0	12	1	5	2	0	8	0	2	0	0	2	5	10	0	0	15	37
06:00 PM	1	5	1	0	7	0	3	2	0	5	3	3	0	0	6	0	2	0	0	2	20
06:15 PM	0	6	1	0	7	0	5	0	0	5	0	2	0	0	2	1	5	0	0	6	20
06:30 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	9
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	4
Total	1	15	2	0	18	0	10	2	0	12	3	6	1	0	10	1	12	0	0	13	53
Grand Total	3	29	2	0	34	2	19	4	0	25	4	9	1	0	14	6	28	0	0	34	107
Apprch %	8.8	85.3	5.9	0		8	76	16	0		28.6	64.3	7.1	0		17.6	82.4	0	0		
Total %	2.8	27.1	1.9	0	31.8	1.9	17.8	3.7	0	23.4	3.7	8.4	0.9	0	13.1	5.6	26.2	0	0	31.8	

	HOLLENBECK AVE Southbound				W REMINGTON DR Westbound				HOLLENBECK AVE Northbound				W REMINGTON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**1**	3	0	4	0	2	0	2	0	0	0	0	1	4	0	5	11
05:45 PM	1	4	0	5	0	1	1	2	0	0	0	0	**4**	3	0	**7**	14
06:00 PM	1	5	**1**	**7**	0	3	**2**	**5**	**3**	**3**	0	**6**	0	2	0	2	**20**
06:15 PM	0	**6**	1	7	0	**5**	0	5	0	2	0	2	1	**5**	0	6	20
Total Volume	3	18	2	23	0	11	3	14	3	5	0	8	6	14	0	20	65
% App. Total	13	78.3	8.7		0	78.6	21.4		37.5	62.5	0		30	70	0		
PHF	.750	.750	.500	.821	.000	.550	.375	.700	.250	.417	.000	.333	.375	.700	.000	.714	.813

ATTACHMENT 6

Traffic Data Service

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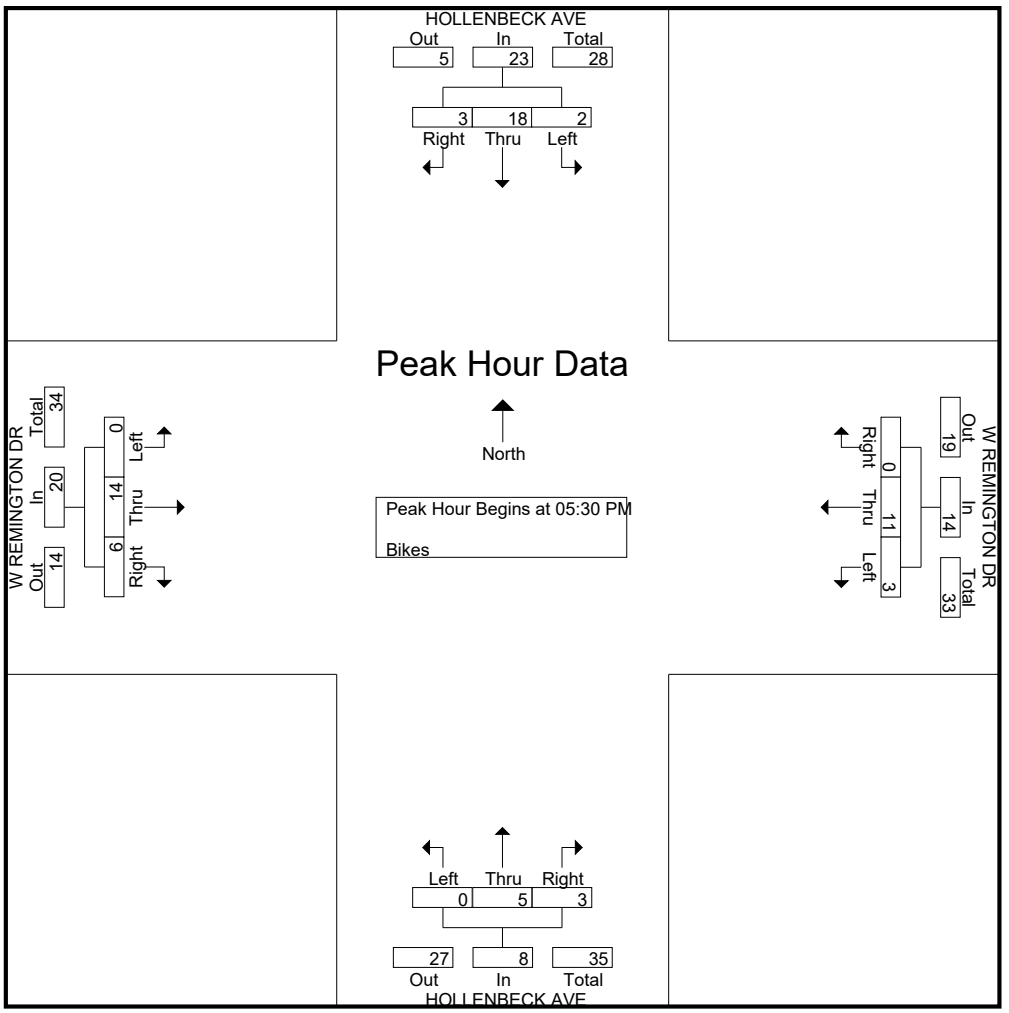
File Name : 5PM FINAL
Site Code : 00000005
Start Date : 5/11/2017
Page No : 2



ATTACHMENT 6

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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 5/11/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	HOLLENBECK AVE Southbound					W FREMONT AVE Westbound					HOLLENBECK AVE Northbound					W FREMONT AVE 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	14	11	5	0	30	13	92	11	0	116	10	20	23	0	53	4	45	7	2	58	257
07:15 AM	19	44	14	1	78	37	116	16	1	170	11	29	28	2	70	8	47	14	2	71	389
07:30 AM	22	62	17	0	101	56	199	21	3	279	21	59	33	3	116	22	67	17	1	107	603
07:45 AM	28	45	20	0	93	37	185	59	0	281	37	73	49	0	159	44	84	29	3	160	693
Total	83	162	56	1	302	143	592	107	4	846	79	181	133	5	398	78	243	67	8	396	1942
08:00 AM	38	51	29	1	119	34	209	38	1	282	54	76	60	2	192	20	158	18	3	199	792
08:15 AM	42	59	21	2	124	37	201	32	0	270	42	87	37	1	167	20	115	27	1	163	724
08:30 AM	31	35	23	3	92	19	174	33	3	229	57	95	51	2	205	12	101	29	1	143	669
08:45 AM	34	31	17	0	82	38	172	31	4	245	62	96	56	0	214	23	96	26	2	147	688
Total	145	176	90	6	417	128	756	134	8	1026	215	354	204	5	778	75	470	100	7	652	2873
09:00 AM	25	49	24	0	98	23	128	27	1	179	45	104	40	0	189	24	100	37	1	162	628
09:15 AM	23	41	22	3	89	26	127	43	0	196	38	89	46	2	175	20	92	41	3	156	616
09:30 AM	26	43	23	1	93	17	107	34	0	158	37	72	44	0	153	22	75	33	3	133	537
09:45 AM	21	35	9	0	65	15	98	14	0	127	28	73	29	1	131	19	86	27	0	132	455
Total	95	168	78	4	345	81	460	118	1	660	148	338	159	3	648	85	353	138	7	583	2236
Grand Total	323	506	224	11	1064	352	1808	359	13	2532	442	873	496	13	1824	238	1066	305	22	1631	7051
Apprch %	30.4	47.6	21.1	1		13.9	71.4	14.2	0.5		24.2	47.9	27.2	0.7		14.6	65.4	18.7	1.3		
Total %	4.6	7.2	3.2	0.2	15.1	5	25.6	5.1	0.2	35.9	6.3	12.4	7	0.2	25.9	3.4	15.1	4.3	0.3	23.1	
Lights	321	496	224	11	1052	341	1775	356	13	2485	438	857	496	13	1804	234	1051	300	22	1607	6948
% Lights	99.4	98	100	100	98.9	96.9	98.2	99.2	100	98.1	99.1	98.2	100	100	98.9	98.3	98.6	98.4	100	98.5	98.5
Buses	1	6	0	0	7	5	13	1	0	19	0	10	0	0	10	0	2	1	0	3	39
% Buses	0.3	1.2	0	0	0.7	1.4	0.7	0.3	0	0.8	0	1.1	0	0	0.5	0	0.2	0.3	0	0.2	0.6
Trucks	1	4	0	0	5	6	20	2	0	28	4	6	0	0	10	4	13	4	0	21	64
% Trucks	0.3	0.8	0	0	0.5	1.7	1.1	0.6	0	1.1	0.9	0.7	0	0	0.5	1.7	1.2	1.3	0	1.3	0.9

	HOLLENBECK AVE Southbound				W FREMONT AVE Westbound				HOLLENBECK AVE Northbound				W FREMONT AVE 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	28	45	20	93	**37**	185	**59**	**281**	37	73	49	159	**44**	84	**29**	157	690
08:00 AM	38	51	**29**	118	34	**209**	38	281	54	76	**60**	190	20	**158**	18	**196**	**785**
08:15 AM	**42**	**59**	21	**122**	37	201	32	270	42	87	37	166	20	115	27	162	720
08:30 AM	31	35	23	89	19	174	33	226	**57**	**95**	51	**203**	12	101	29	142	660
Total Volume	139	190	93	422	127	769	162	1058	190	331	197	718	96	458	103	657	2855
% App. Total	32.9	45	22		12	72.7	15.3		26.5	46.1	27.4		14.6	69.7	15.7		
PHF	.827	.805	.802	.865	.858	.920	.686	.941	.833	.871	.821	.884	.545	.725	.888	.838	.909

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File Name : 6AM FINAL
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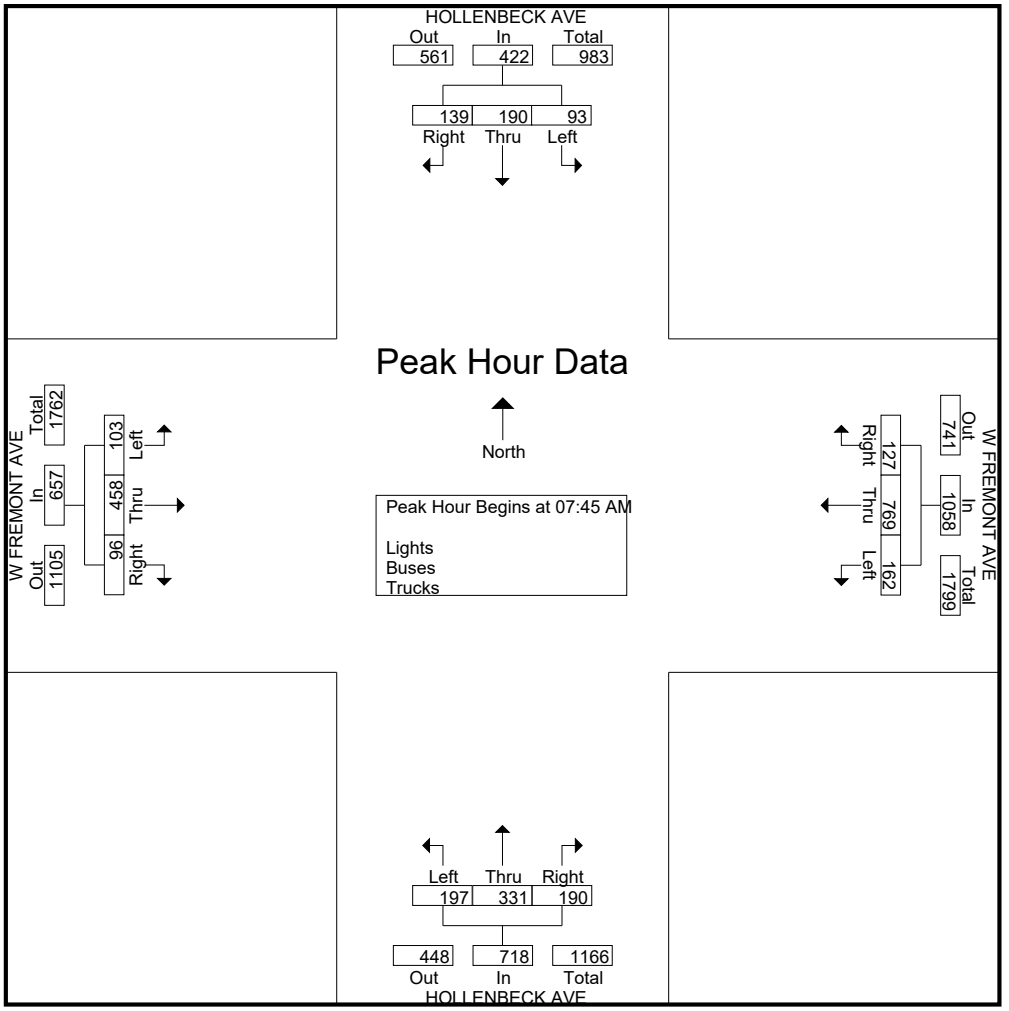
Page No : 2



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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 5/11/2017
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Groups Printed- Bikes

	HOLLENBECK AVE Southbound					W FREMONT AVE Westbound					HOLLENBECK AVE Northbound					W FREMONT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	0	0	1	0	1	7
07:30 AM	0	3	0	0	3	0	3	0	0	3	0	4	0	0	4	0	1	0	0	1	11
07:45 AM	0	2	0	0	2	0	8	0	0	8	0	10	1	0	11	0	3	0	0	3	24
Total	0	7	0	0	7	0	20	0	0	20	0	15	1	0	16	0	4	1	0	5	48
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	9
08:15 AM	0	3	0	0	3	1	2	0	1	4	0	7	1	0	8	2	0	0	0	2	17
08:30 AM	0	3	0	0	3	0	2	0	0	2	1	1	1	0	3	0	3	0	0	3	11
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	7
Total	0	9	1	0	10	1	4	0	1	6	2	16	2	0	20	2	6	0	0	8	44
09:00 AM	0	0	1	0	1	0	2	4	0	6	0	1	2	0	3	1	0	0	0	1	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
09:30 AM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	7
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	2	1	0	3	0	3	4	0	7	1	4	2	0	7	3	3	1	0	7	24
Grand Total	0	18	2	0	20	1	27	4	1	33	3	35	5	0	43	5	13	2	0	20	116
Apprch %	0	90	10	0		3	81.8	12.1	3		7	81.4	11.6	0		25	65	10	0		
Total %	0	15.5	1.7	0	17.2	0.9	23.3	3.4	0.9	28.4	2.6	30.2	4.3	0	37.1	4.3	11.2	1.7	0	17.2	

	HOLLENBECK AVE Southbound				W FREMONT AVE Westbound				HOLLENBECK AVE Northbound				W FREMONT AVE 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**3**	0	**3**	0	3	0	3	0	4	0	4	0	1	0	1	11
07:45 AM	0	2	0	2	0	**8**	0	**8**	0	**10**	**1**	**11**	0	**3**	0	**3**	**24**
08:00 AM	0	1	**1**	2	0	0	0	0	0	5	0	5	0	2	0	2	9
08:15 AM	0	3	0	3	**1**	2	0	3	0	7	1	8	**2**	0	0	2	16
Total Volume	0	9	1	10	1	13	0	14	0	26	2	28	2	6	0	8	60
% App. Total	0	90	10		7.1	92.9	0		0	92.9	7.1		25	75	0		
PHF	.000	.750	.250	.833	.250	.406	.000	.438	.000	.650	.500	.636	.250	.500	.000	.667	.625

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File Name : 6AM FINAL
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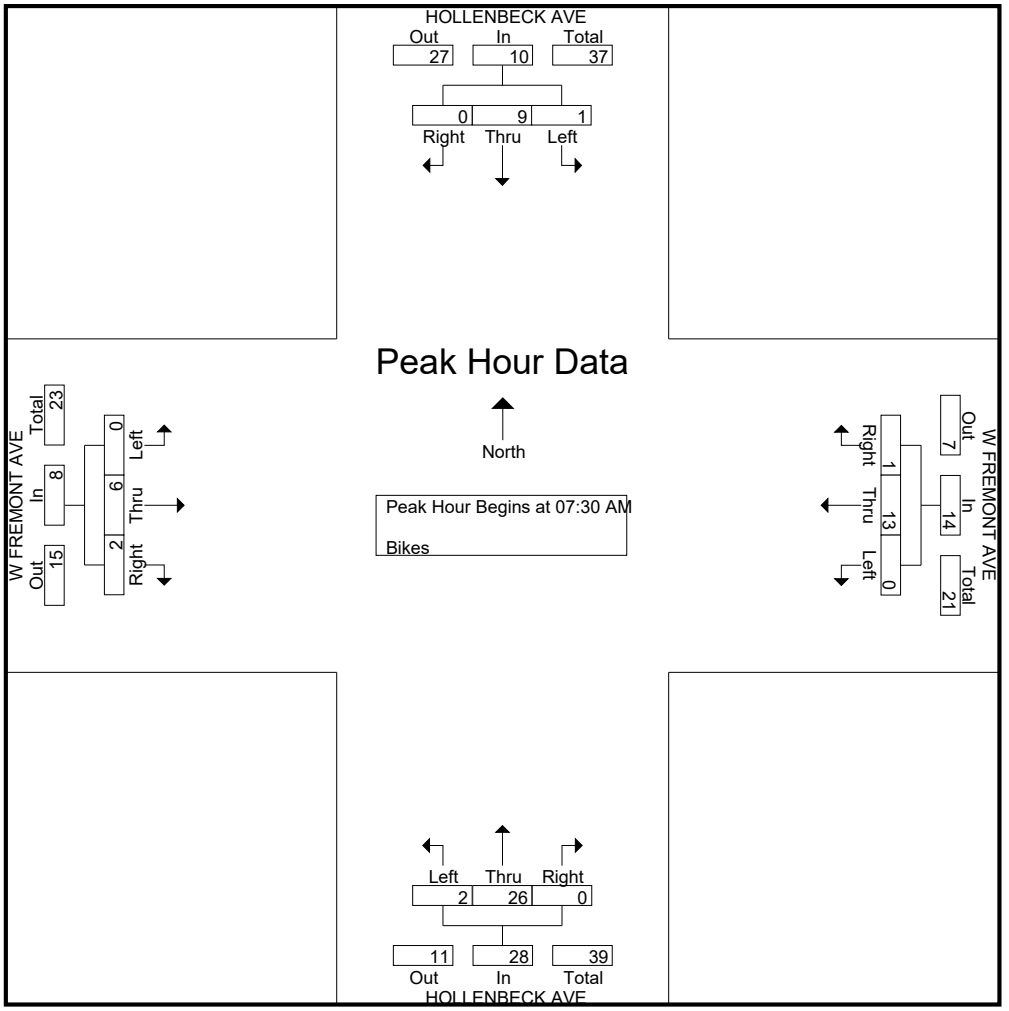

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Traffic Data Service

San Jose, CA
(408) 622-4787
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File Name : 6PM FINAL
Site Code : 00000006
Start Date : 5/11/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	HOLLENBECK AVE Southbound					W FREMONT AVE Westbound					HOLLENBECK AVE Northbound					W FREMONT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	60	18	1	102	28	90	31	1	150	36	53	29	1	119	25	231	30	1	287	658
04:15 PM	22	65	19	0	106	20	97	35	0	152	51	47	19	1	118	39	175	27	1	242	618
04:30 PM	15	67	19	1	102	27	115	35	0	177	34	44	19	0	97	45	252	33	3	333	709
04:45 PM	24	64	22	0	110	30	103	28	0	161	46	70	20	2	138	47	241	37	0	325	734
Total	84	256	78	2	420	105	405	129	1	640	167	214	87	4	472	156	899	127	5	1187	2719
05:00 PM	33	85	28	1	147	27	94	49	0	170	58	34	19	1	112	56	262	39	2	359	788
05:15 PM	25	108	44	0	177	33	103	56	2	194	48	79	19	1	147	36	297	46	3	382	900
05:30 PM	37	101	35	1	174	47	135	58	0	240	36	64	21	0	121	46	256	58	1	361	896
05:45 PM	26	94	36	0	156	45	142	52	0	239	38	63	30	0	131	36	223	48	1	308	834
Total	121	388	143	2	654	152	474	215	2	843	180	240	89	2	511	174	1038	191	7	1410	3418
06:00 PM	37	85	28	3	153	38	111	51	2	202	58	55	23	0	136	40	273	29	0	342	833
06:15 PM	21	83	26	1	131	29	108	37	0	174	36	53	22	0	111	48	230	37	0	315	731
06:30 PM	18	97	12	0	127	15	118	29	1	163	37	40	23	0	100	40	217	46	0	303	693
06:45 PM	22	93	14	0	129	16	90	40	1	147	35	60	21	0	116	42	173	41	0	256	648
Total	98	358	80	4	540	98	427	157	4	686	166	208	89	0	463	170	893	153	0	1216	2905
Grand Total	303	1002	301	8	1614	355	1306	501	7	2169	513	662	265	6	1446	500	2830	471	12	3813	9042
Apprch %	18.8	62.1	18.6	0.5		16.4	60.2	23.1	0.3		35.5	45.8	18.3	0.4		13.1	74.2	12.4	0.3		
Total %	3.4	11.1	3.3	0.1	17.9	3.9	14.4	5.5	0.1	24	5.7	7.3	2.9	0.1	16	5.5	31.3	5.2	0.1	42.2	
Lights	300	990	300	8	1598	344	1301	501	7	2153	509	654	265	6	1434	499	2808	469	12	3788	8973
% Lights	99	98.8	99.7	100	99	96.9	99.6	100	100	99.3	99.2	98.8	100	100	99.2	99.8	99.2	99.6	100	99.3	99.2
Buses	0	7	0	0	7	7	3	0	0	10	0	6	0	0	6	0	4	2	0	6	29
% Buses	0	0.7	0	0	0.4	2	0.2	0	0	0.5	0	0.9	0	0	0.4	0	0.1	0.4	0	0.2	0.3
Trucks	3	5	1	0	9	4	2	0	0	6	4	2	0	0	6	1	18	0	0	19	40
% Trucks	1	0.5	0.3	0	0.6	1.1	0.2	0	0	0.3	0.8	0.3	0	0	0.4	0.2	0.6	0	0	0.5	0.4

	HOLLENBECK AVE Southbound				W FREMONT AVE Westbound				HOLLENBECK AVE Northbound				W FREMONT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	25	**108**	**44**	**177**	33	103	56	192	48	**79**	19	**146**	36	**297**	46	**379**	**894**
05:30 PM	**37**	101	35	173	**47**	135	**58**	**240**	36	64	21	121	**46**	256	**58**	360	894
05:45 PM	26	94	36	156	45	**142**	52	239	38	63	**30**	131	36	223	48	307	833
06:00 PM	37	85	28	150	38	111	51	200	**58**	55	23	136	40	273	29	342	828
Total Volume	125	388	143	656	163	491	217	871	180	261	93	534	158	1049	181	1388	3449
% App. Total	19.1	59.1	21.8		18.7	56.4	24.9		33.7	48.9	17.4		11.4	75.6	13		
PHF	.845	.898	.813	.927	.867	.864	.935	.907	.776	.826	.775	.914	.859	.883	.780	.916	.964

ATTACHMENT 6

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File Name : 6PM FINAL
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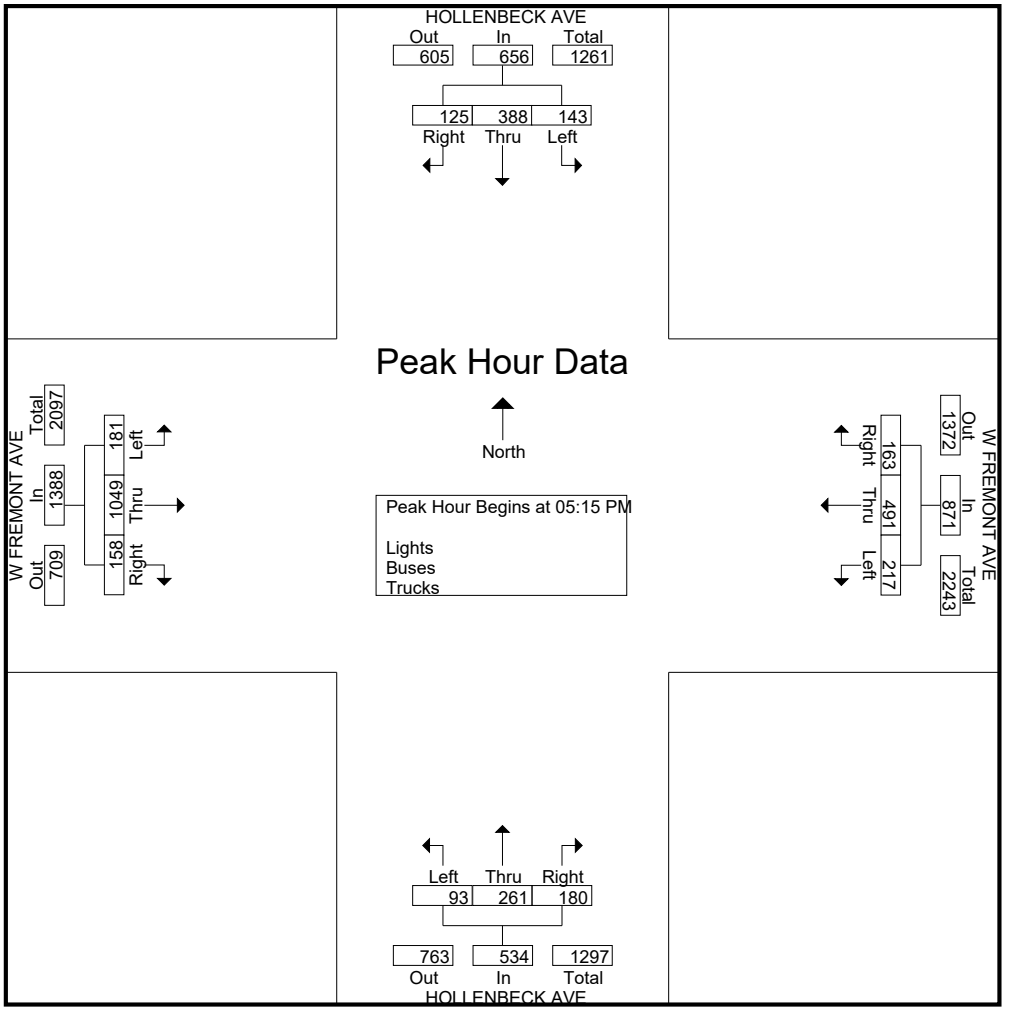
Page No : 2



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File Name : 6PM FINAL
Site Code : 00000006
Start Date : 5/11/2017
Page No : 1

Groups Printed- Bikes

	HOLLENBECK AVE Southbound					W FREMONT AVE Westbound					HOLLENBECK AVE Northbound					W FREMONT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	6
04:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	1	0	2	0	1	1	0	2	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	2	0	0	0	2	0	3	1	0	4	0	7	1	0	8	15
05:00 PM	0	3	0	0	3	0	2	0	0	2	1	1	0	0	2	1	0	1	0	2	9
05:15 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	5
05:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7
05:45 PM	0	6	1	0	7	0	2	0	0	2	0	4	0	0	4	0	4	0	0	4	17
Total	0	14	1	0	15	0	5	1	0	6	1	6	0	0	7	1	8	1	0	10	38
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	3	0	0	4	9
06:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	5	1	0	6	13
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6	0	0	7	8
06:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	7
Total	0	9	0	0	9	0	1	0	0	1	0	7	0	0	7	2	16	2	0	20	37
Grand Total	0	24	1	0	25	2	6	1	0	9	1	16	1	0	18	3	31	4	0	38	90
Apprch %	0	96	4	0		22.2	66.7	11.1	0		5.6	88.9	5.6	0		7.9	81.6	10.5	0		
Total %	0	26.7	1.1	0	27.8	2.2	6.7	1.1	0	10	1.1	17.8	1.1	0	20	3.3	34.4	4.4	0	42.2	

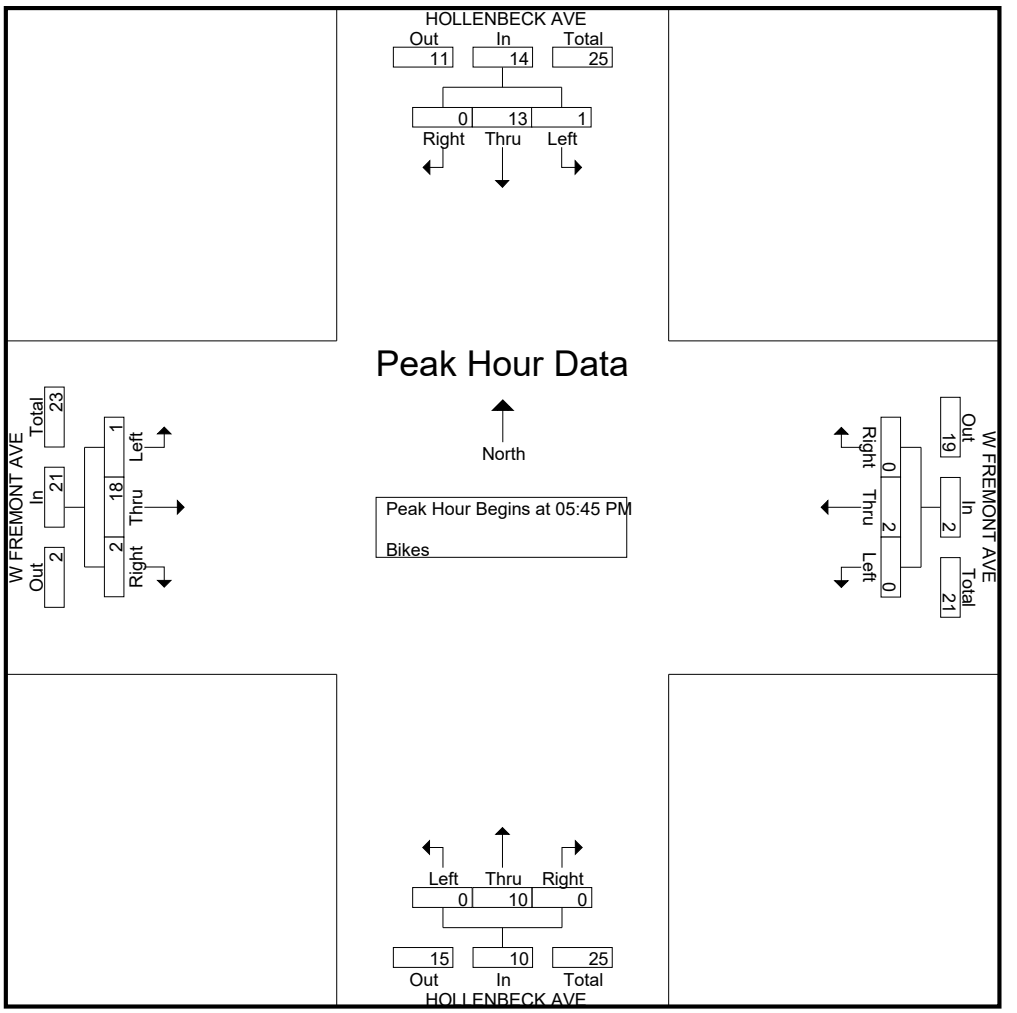
	HOLLENBECK AVE Southbound				W FREMONT AVE Westbound				HOLLENBECK AVE Northbound				W FREMONT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	**6**	**1**	**7**	0	**2**	0	**2**	0	**4**	0	**4**	0	4	0	4	**17**
06:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	**1**	3	0	4	9
06:15 PM	0	5	0	5	0	0	0	0	0	2	0	2	0	5	**1**	6	13
06:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	**6**	0	**7**	8
Total Volume	0	13	1	14	0	2	0	2	0	10	0	10	2	18	1	21	47
% App. Total	0	92.9	7.1		0	100	0		0	100	0		9.5	85.7	4.8		
PHF	.000	.542	.250	.500	.000	.250	.000	.250	.000	.625	.000	.625	.500	.750	.250	.750	.691

ATTACHMENT 6

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 5/11/2017
Page No : 2



North/South	East/West	Count Date	AM		PM	
			Bike	Ped	Bike	Ped
Mary Avenue	Fremont Avenue	December 2016	54	26	13	10
Mary Avenue	Remington Drive	December 2016	26	39	16	17
Sunnyvale-Saratoga Road	Fremont Avenue	December 2016	43	213	17	57
Sunnyvale-Saratoga Road	Remington Drive	December 2016	34	49	23	30
Sunnyvale-Saratoga Road	Talisman Drive	December 2016	23	4	11	10

North/South	East/West	Count Date	AM																Grand Total	PM															Grand Total
			PHF	Northbound				Southbound				Eastbound				Westbound					PHF	Northbound				Southbound				Eastbound				Westbound				
			whole intersection	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		whole intersection	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Mary Avenue	Fremont Avenue	December 2016	0.95	240	428	65	733	114	266	130	510	165	357	88	610	52	795	164	1011	2864	0.96	153	197	86	436	226	527	170	923	193	1033	182	1408	133	487	114	734	3501
Mary Avenue	Remington Drive	December 2016	0.87	47	542	80	669	57	348	35	440	62	117	43	222	114	153	72	339	1670	0.96	43	303	110	456	121	706	43	870	15	206	67	288	130	144	36	310	1924
Sunnyvale-Saratoga Road	Fremont Avenue	December 2016	0.92	312	2251	121	2684	148	682	242	1072	280	433	140	853	186	659	166	1011	5620	0.94	186	998	245	1429	348	1867	307	2522	286	907	195	1388	185	437	99	721	6060
Sunnyvale-Saratoga Road	Remington Drive	December 2016	0.95	143	2339	315	2797	32	599	99	730	150	280	96	526	366	237	48	651	4704	0.97	173	862	299	1334	116	1957	173	2246	117	370	169	656	368	261	57	686	4922
Sunnyvale Saratoga Road	Talisman Drive	December 2016	0.96	26	2117	496	2639	35	452	5	492	19	5	27	51	257	2	24	283	3465	0.96	35	558	531	1124	52	1768	22	1842	12	4	24	40	418	18	39	475	3481

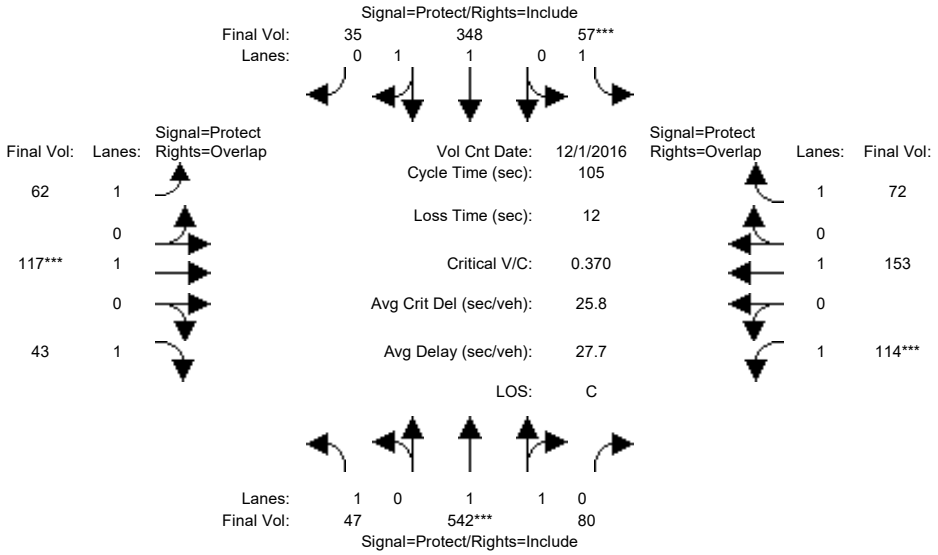
APPENDIX B: INTERSECTION LEVEL OF SERVICE CALCULATIONS

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	47	542	80	57	348	35	62	117	43	114	153	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	542	80	57	348	35	62	117	43	114	153	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	542	80	57	348	35	62	117	43	114	153	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	542	80	57	348	35	62	117	43	114	153	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	542	80	57	348	35	62	117	43	114	153	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	542	80	57	348	35	62	117	43	114	153	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3224	476	1750	3362	338	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.10	0.10	0.04	0.06	0.02	0.07	0.08	0.04
Crit Moves:		****		****				****		****		
Green Time:	22.3	47.8	47.8	9.3	34.7	34.7	14.8	17.5	39.8	18.5	21.2	30.4
Volume/Cap:	0.13	0.37	0.37	0.37	0.31	0.31	0.25	0.37	0.06	0.37	0.40	0.14
Delay/Veh:	33.6	18.9	18.9	46.6	26.4	26.4	40.7	39.6	20.8	38.9	37.1	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	18.9	18.9	46.6	26.4	26.4	40.7	39.6	20.8	38.9	37.1	27.7
LOS by Move:	C-	B-	B-	D	C	C	D	D	C+	D+	D+	C
HCM2k95thQ:	3	12	12	5	9	9	4	7	2	7	8	4

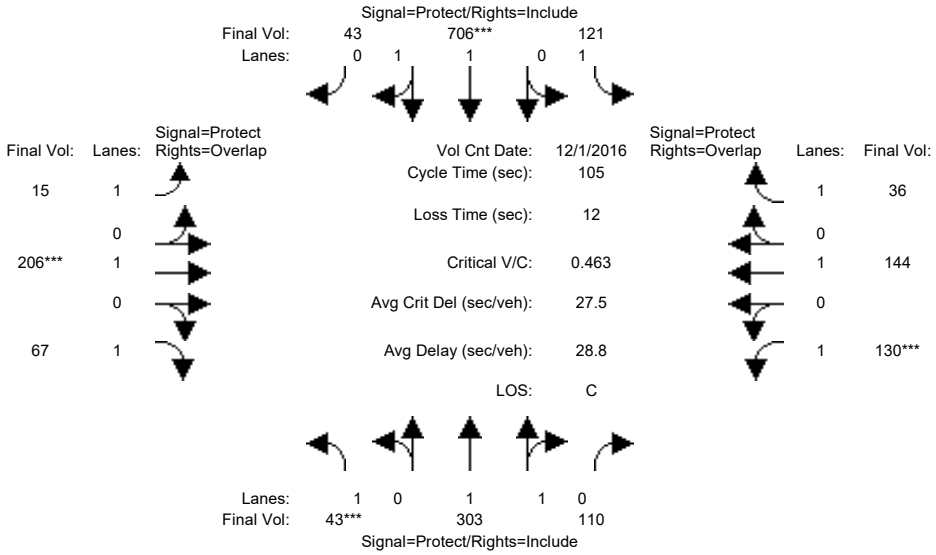
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



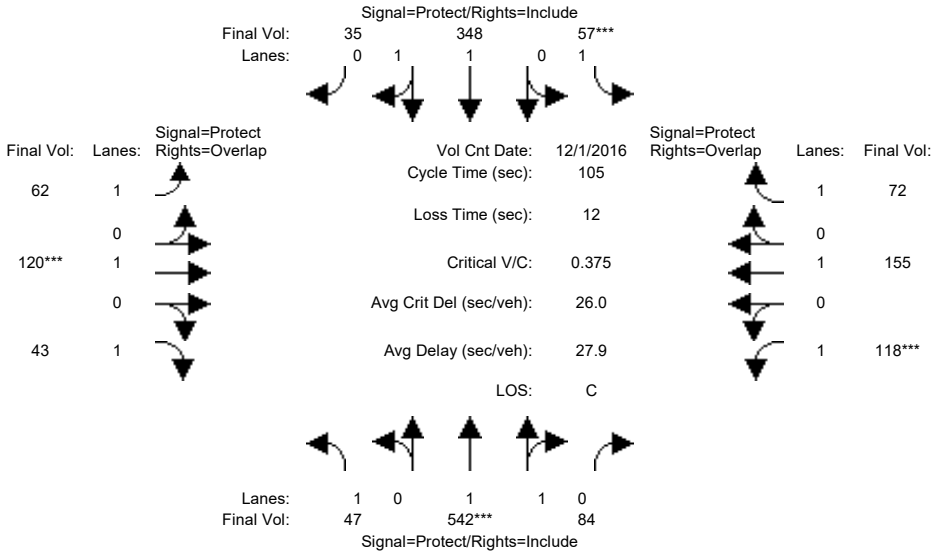
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	43	303	110	121	706	43	15	206	67	130	144	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	303	110	121	706	43	15	206	67	130	144	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	303	110	121	706	43	15	206	67	130	144	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	303	110	121	706	43	15	206	67	130	144	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	303	110	121	706	43	15	206	67	130	144	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	303	110	121	706	43	15	206	67	130	144	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2714	985	1750	3487	212	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.07	0.20	0.20	0.01	0.11	0.04	0.07	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.2	32.2	20.0	45.2	45.2	16.8	24.2	31.2	16.6	24.0	44.0
Volume/Cap:	0.37	0.36	0.36	0.36	0.47	0.47	0.05	0.47	0.13	0.47	0.33	0.05
Uniform Del:	46.9	28.4	28.4	37.0	21.3	21.3	37.4	34.9	27.0	40.2	33.8	18.1
IncremntDel:	2.0	0.2	0.2	0.7	0.2	0.2	0.1	0.8	0.1	1.3	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.9	28.6	28.6	37.7	21.6	21.6	37.4	35.7	27.1	41.5	34.3	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	28.6	28.6	37.7	21.6	21.6	37.4	35.7	27.1	41.5	34.3	18.1
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	C	D	C-	B-
HCM2k95thQ:	3	10	10	8	17	17	1	12	3	8	7	1

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



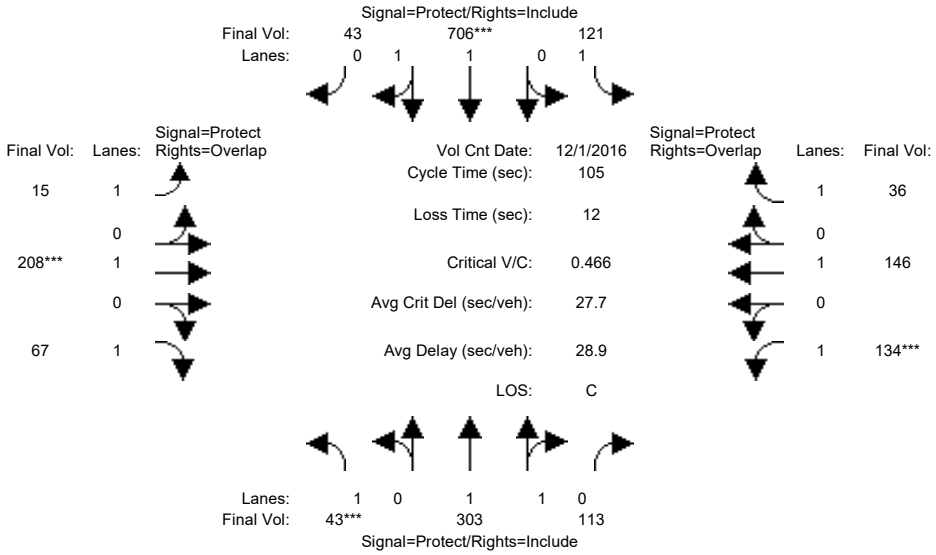
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	47	542	80	57	348	35	62	117	43	114	153	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	542	80	57	348	35	62	117	43	114	153	72
Added Vol:	0	0	4	0	0	0	0	3	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	542	84	57	348	35	62	120	43	118	155	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	542	84	57	348	35	62	120	43	118	155	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	542	84	57	348	35	62	120	43	118	155	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	542	84	57	348	35	62	120	43	118	155	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3203	496	1750	3362	338	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.10	0.10	0.04	0.06	0.02	0.07	0.08	0.04
Crit Moves:		****			****			****			****	
Green Time:	22.1	47.3	47.3	9.1	34.3	34.3	15.0	17.7	39.8	18.9	21.5	30.6
Volume/Cap:	0.13	0.38	0.38	0.38	0.32	0.32	0.25	0.38	0.06	0.38	0.40	0.14
Uniform Del:	33.6	19.1	19.1	45.3	26.5	26.5	39.9	38.8	20.8	37.9	36.2	27.5
IncremntDel:	0.2	0.1	0.1	1.6	0.2	0.2	0.5	0.7	0.0	0.8	0.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.8	19.2	19.2	46.8	26.7	26.7	40.5	39.5	20.8	38.6	36.8	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	19.2	19.2	46.8	26.7	26.7	40.5	39.5	20.8	38.6	36.8	27.6
LOS by Move:	C-	B-	B-	D	C	C	D	D	C+	D+	D+	C
HCM2k95thQ:	3	13	13	5	9	9	4	7	2	7	8	4

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	43	303	110	121	706	43	15	206	67	130	144	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	303	110	121	706	43	15	206	67	130	144	36
Added Vol:	0	0	3	0	0	0	0	2	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	303	113	121	706	43	15	208	67	134	146	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	303	113	121	706	43	15	208	67	134	146	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	303	113	121	706	43	15	208	67	134	146	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	303	113	121	706	43	15	208	67	134	146	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2694	1005	1750	3487	212	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.07	0.20	0.20	0.01	0.11	0.04	0.08	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.1	32.1	19.7	44.8	44.8	17.0	24.2	31.2	17.0	24.2	44.0
Volume/Cap:	0.37	0.37	0.37	0.37	0.47	0.47	0.05	0.47	0.13	0.47	0.33	0.05
Delay/Veh:	48.9	28.7	28.7	37.9	21.9	21.9	37.3	35.7	27.1	41.2	34.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	28.7	28.7	37.9	21.9	21.9	37.3	35.7	27.1	41.2	34.1	18.1
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	C	D	C-	B-
HCM2k95thQ:	3	10	10	8	17	17	1	12	3	8	7	1

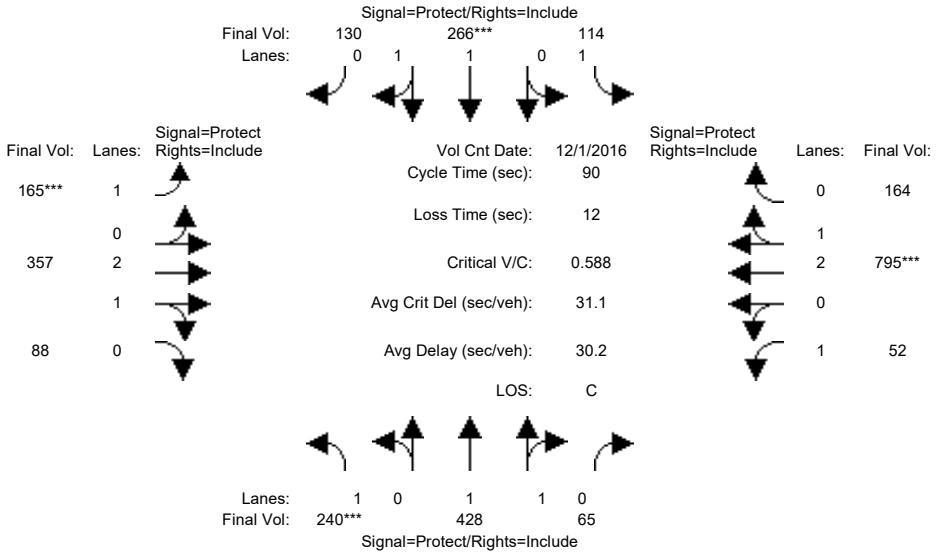
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	240	428	65	114	266	130	165	357	88	52	795	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	428	65	114	266	130	165	357	88	52	795	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	428	65	114	266	130	165	357	88	52	795	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	428	65	114	266	130	165	357	88	52	795	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	428	65	114	266	130	165	357	88	52	795	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	428	65	114	266	130	165	357	88	52	795	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.33	0.67	1.00	2.38	0.62	1.00	2.47	0.53
Final Sat.:	1750	3212	488	1750	2484	1214	1750	4491	1107	1750	4641	957
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.07	0.11	0.11	0.09	0.08	0.08	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	21.0	23.6	23.6	13.8	16.4	16.4	14.4	23.9	23.9	16.7	26.2	26.2
Volume/Cap:	0.59	0.51	0.51	0.43	0.59	0.59	0.59	0.30	0.30	0.16	0.59	0.59
Delay/Veh:	32.9	28.7	28.7	35.6	35.1	35.1	38.3	26.5	26.5	31.0	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	28.7	28.7	35.6	35.1	35.1	38.3	26.5	26.5	31.0	27.8	27.8
LOS by Move:	C-	C	C	D+	D+	D+	D+	C	C	C	C	C
HCM2k95thQ:	14	12	12	6	10	10	11	7	7	3	14	14

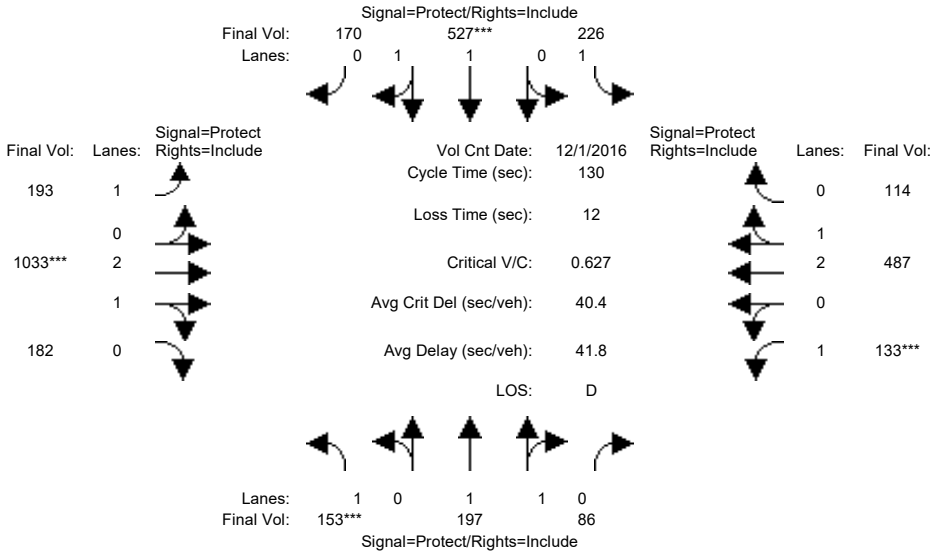
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



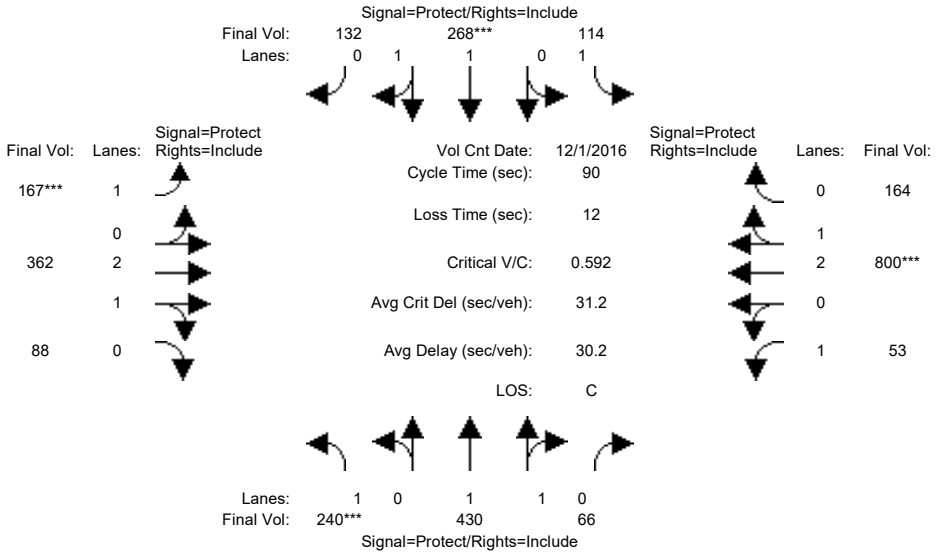
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	153	197	86	226	527	170	193	1033	182	133	487	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	197	86	226	527	170	193	1033	182	133	487	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	197	86	226	527	170	193	1033	182	133	487	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	197	86	226	527	170	193	1033	182	133	487	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	197	86	226	527	170	193	1033	182	133	487	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	197	86	226	527	170	193	1033	182	133	487	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.38	0.62	1.00	1.50	0.50	1.00	2.53	0.47	1.00	2.41	0.59
Final Sat.:	1750	2575	1124	1750	2797	902	1750	4760	839	1750	4536	1062
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.13	0.19	0.19	0.11	0.22	0.22	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	18.1	21.4	21.4	35.9	39.1	39.1	30.8	45.0	45.0	15.8	30.0	30.0
Volume/Cap:	0.63	0.47	0.47	0.47	0.63	0.63	0.47	0.63	0.63	0.63	0.47	0.47
Uniform Del:	52.7	49.2	49.2	39.1	39.2	39.2	42.5	35.5	35.5	54.3	43.1	43.1
IncremntDel:	5.1	0.6	0.6	0.7	1.1	1.1	0.8	0.7	0.7	5.8	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.8	49.7	49.7	39.9	40.3	40.3	43.4	36.1	36.1	60.1	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	49.7	49.7	39.9	40.3	40.3	43.4	36.1	36.1	60.1	43.4	43.4
LOS by Move:	E+	D	D	D	D	D	D	D+	D+	E	D	D
HCM2k95thQ:	14	11	11	15	22	22	14	25	25	11	13	13

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



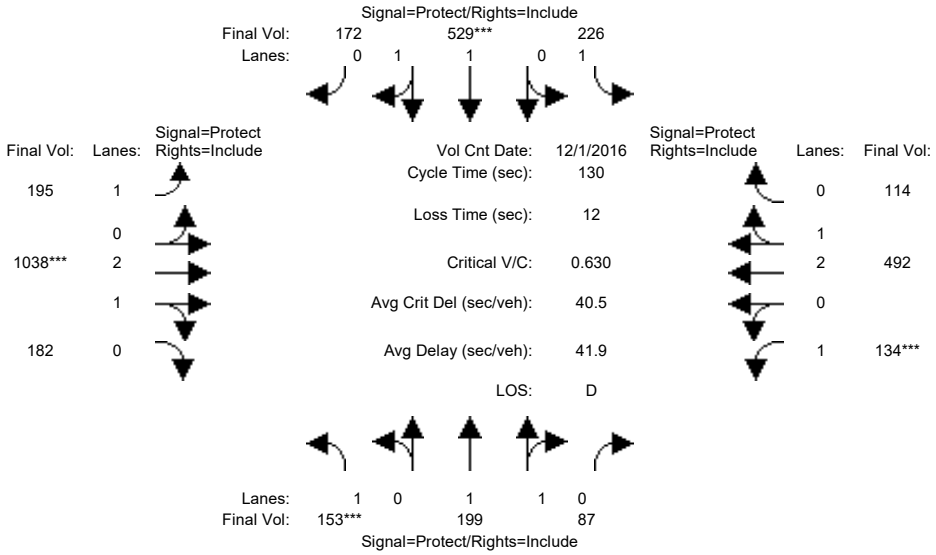
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	240	428	65	114	266	130	165	357	88	52	795	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	428	65	114	266	130	165	357	88	52	795	164
Added Vol:	0	2	1	0	2	2	2	5	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	430	66	114	268	132	167	362	88	53	800	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	430	66	114	268	132	167	362	88	53	800	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	430	66	114	268	132	167	362	88	53	800	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	430	66	114	268	132	167	362	88	53	800	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.32	0.68	1.00	2.39	0.61	1.00	2.47	0.53
Final Sat.:	1750	3207	492	1750	2478	1221	1750	4503	1095	1750	4646	952
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.07	0.11	0.11	0.10	0.08	0.08	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	20.9	23.6	23.6	13.7	16.4	16.4	14.5	23.9	23.9	16.8	26.2	26.2
Volume/Cap:	0.59	0.51	0.51	0.43	0.59	0.59	0.59	0.30	0.30	0.16	0.59	0.59
Uniform Del:	30.8	28.3	28.3	34.6	33.7	33.7	35.0	26.4	26.4	30.7	27.3	27.3
IncremntDel:	2.3	0.5	0.5	1.1	1.4	1.4	3.3	0.1	0.1	0.2	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.1	28.7	28.7	35.7	35.1	35.1	38.3	26.5	26.5	31.0	27.9	27.9
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:	33.1	28.7	28.7	35.7	35.1	35.1	38.3	26.5	26.5	31.0	27.9	27.9
LOS by Move:	C-	C	C	D+	D+	D+	D+	C	C	C	C	C
HCM2k95thQ:	14	12	12	6	10	10	11	7	7	3	14	14

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	153	197	86	226	527	170	193	1033	182	133	487	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	197	86	226	527	170	193	1033	182	133	487	114
Added Vol:	0	2	1	0	2	2	2	5	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	199	87	226	529	172	195	1038	182	134	492	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	199	87	226	529	172	195	1038	182	134	492	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	199	87	226	529	172	195	1038	182	134	492	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	199	87	226	529	172	195	1038	182	134	492	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.37	0.63	1.00	1.50	0.50	1.00	2.54	0.46	1.00	2.41	0.59
Final Sat.:	1750	2574	1125	1750	2791	908	1750	4763	835	1750	4545	1053
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.13	0.19	0.19	0.11	0.22	0.22	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	18.1	21.4	21.4	35.8	39.1	39.1	30.8	45.0	45.0	15.8	30.0	30.0
Volume/Cap:	0.63	0.47	0.47	0.47	0.63	0.63	0.47	0.63	0.63	0.63	0.47	0.47
Delay/Veh:	58.0	49.7	49.7	39.9	40.3	40.3	43.4	36.2	36.2	60.2	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	49.7	49.7	39.9	40.3	40.3	43.4	36.2	36.2	60.2	43.4	43.4
LOS by Move:	E+	D	D	D	D	D	D	D+	D+	E	D	D
HCM2k95thQ:	14	11	11	15	22	22	14	25	25	11	13	13

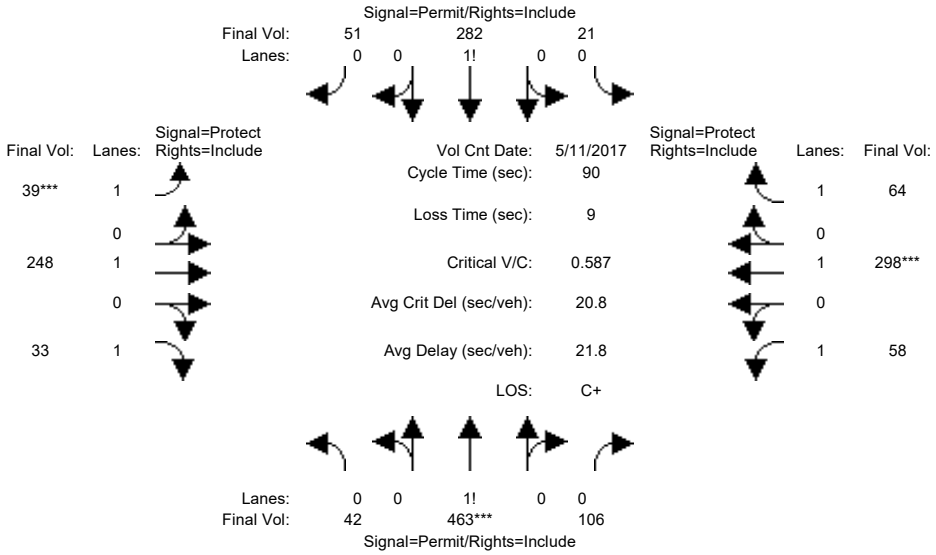
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	42	463	106	21	282	51	39	248	33	58	298	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	463	106	21	282	51	39	248	33	58	298	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	463	106	21	282	51	39	248	33	58	298	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	463	106	21	282	51	39	248	33	58	298	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	463	106	21	282	51	39	248	33	58	298	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	463	106	21	282	51	39	248	33	58	298	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.76	0.17	0.06	0.80	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	120	1326	304	104	1394	252	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.20	0.20	0.20	0.02	0.13	0.02	0.03	0.16	0.04
Crit Moves:		****					****				****	
Green Time:	51.1	51.1	51.1	51.1	51.1	51.1	7.0	18.8	18.8	11.2	22.9	22.9
Volume/Cap:	0.62	0.62	0.62	0.36	0.36	0.36	0.29	0.63	0.09	0.27	0.62	0.14
Delay/Veh:	14.1	14.1	14.1	10.8	10.8	10.8	40.3	35.6	28.8	36.4	32.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	10.8	10.8	10.8	40.3	35.6	28.8	36.4	32.0	26.1
LOS by Move:	B	B	B	B+	B+	B+	D	D+	C	D+	C-	C
HCM2k95thQ:	23	23	23	11	11	11	2	12	2	3	13	3

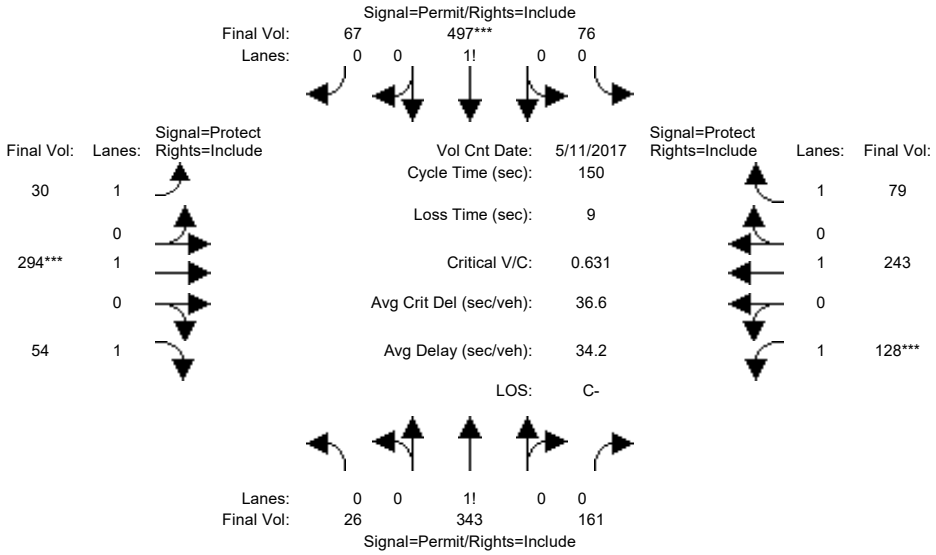
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



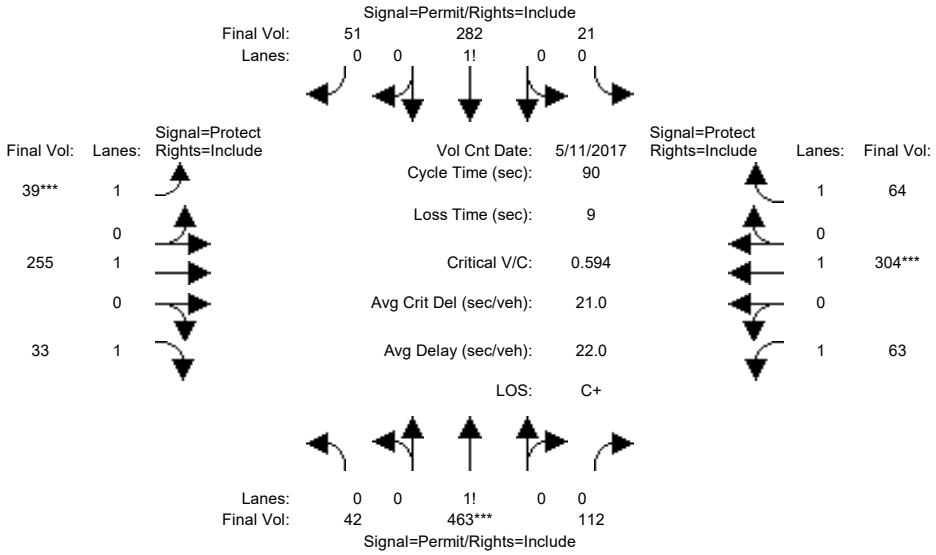
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	26	343	161	76	497	67	30	294	54	128	243	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	343	161	76	497	67	30	294	54	128	243	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	343	161	76	497	67	30	294	54	128	243	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	343	161	76	497	67	30	294	54	128	243	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	343	161	76	497	67	30	294	54	128	243	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	343	161	76	497	67	30	294	54	128	243	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.65	0.30	0.12	0.78	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	86	1133	532	208	1359	183	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.37	0.37	0.37	0.02	0.15	0.03	0.07	0.13	0.05
Crit Moves:					****			****		****		
Green Time:	86.9	86.9	86.9	86.9	86.9	86.9	14.5	36.8	36.8	17.4	39.7	39.7
Volume/Cap:	0.52	0.52	0.52	0.63	0.63	0.63	0.18	0.63	0.13	0.63	0.48	0.17
Uniform Del:	19.1	19.1	19.1	20.9	20.9	20.9	62.3	50.6	44.1	63.3	46.5	42.5
IncremntDel:	0.5	0.5	0.5	1.3	1.3	1.3	0.5	2.8	0.1	6.3	0.7	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	19.6	19.6	22.2	22.2	22.2	62.8	53.4	44.2	69.6	47.3	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:	19.6	19.6	19.6	22.2	22.2	22.2	62.8	53.4	44.2	69.6	47.3	42.7
LOS by Move:	B-	B-	B-	C+	C+	C+	E	D-	D	E	D	D
HCM2k95thQ:	27	27	27	35	35	35	3	21	4	11	17	6

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



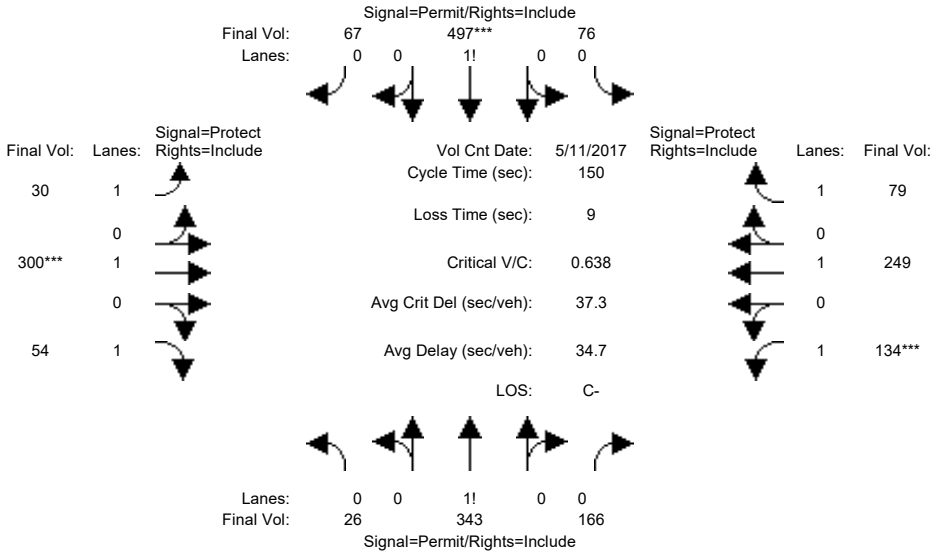
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	42	463	106	21	282	51	39	248	33	58	298	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	463	106	21	282	51	39	248	33	58	298	64
Added Vol:	0	0	6	0	0	0	0	7	0	5	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	463	112	21	282	51	39	255	33	63	304	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	463	112	21	282	51	39	255	33	63	304	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	463	112	21	282	51	39	255	33	63	304	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	463	112	21	282	51	39	255	33	63	304	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.75	0.18	0.06	0.80	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	119	1313	318	104	1394	252	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.20	0.20	0.20	0.02	0.13	0.02	0.04	0.16	0.04
Crit Moves:		****					****				****	
Green Time:	50.9	50.9	50.9	50.9	50.9	50.9	7.0	19.1	19.1	11.0	23.1	23.1
Volume/Cap:	0.62	0.62	0.62	0.36	0.36	0.36	0.29	0.63	0.09	0.29	0.62	0.14
Uniform Del:	13.1	13.1	13.1	10.6	10.6	10.6	39.1	32.3	28.5	35.9	29.6	25.8
IncremntDel:	1.2	1.2	1.2	0.2	0.2	0.2	1.2	3.3	0.1	0.8	2.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.4	14.4	14.4	10.9	10.9	10.9	40.3	35.6	28.6	36.7	32.1	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	14.4	10.9	10.9	10.9	40.3	35.6	28.6	36.7	32.1	26.0
LOS by Move:	B	B	B	B+	B+	B+	D	D+	C	D+	C-	C
HCM2k95thQ:	23	23	23	11	11	11	2	12	2	3	14	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	26	343	161	76	497	67	30	294	54	128	243	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	343	161	76	497	67	30	294	54	128	243	79
Added Vol:	0	0	5	0	0	0	0	6	0	6	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	343	166	76	497	67	30	300	54	134	249	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	343	166	76	497	67	30	300	54	134	249	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	343	166	76	497	67	30	300	54	134	249	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	343	166	76	497	67	30	300	54	134	249	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.64	0.31	0.12	0.78	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	85	1122	543	208	1359	183	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.37	0.37	0.37	0.02	0.16	0.03	0.08	0.13	0.05
Crit Moves:					****			****		****		
Green Time:	85.9	85.9	85.9	85.9	85.9	85.9	14.5	37.1	37.1	18.0	40.6	40.6
Volume/Cap:	0.53	0.53	0.53	0.64	0.64	0.64	0.18	0.64	0.12	0.64	0.48	0.17
Delay/Veh:	20.3	20.3	20.3	23.0	23.0	23.0	62.8	53.4	44.0	69.3	46.6	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:	20.3	20.3	20.3	23.0	23.0	23.0	62.8	53.4	44.0	69.3	46.6	41.9
LOS by Move:	C+	C+	C+	C+	C+	C+	E	D-	D	E	D	D
HCM2k95thQ:	28	28	28	36	36	36	3	22	4	12	17	6

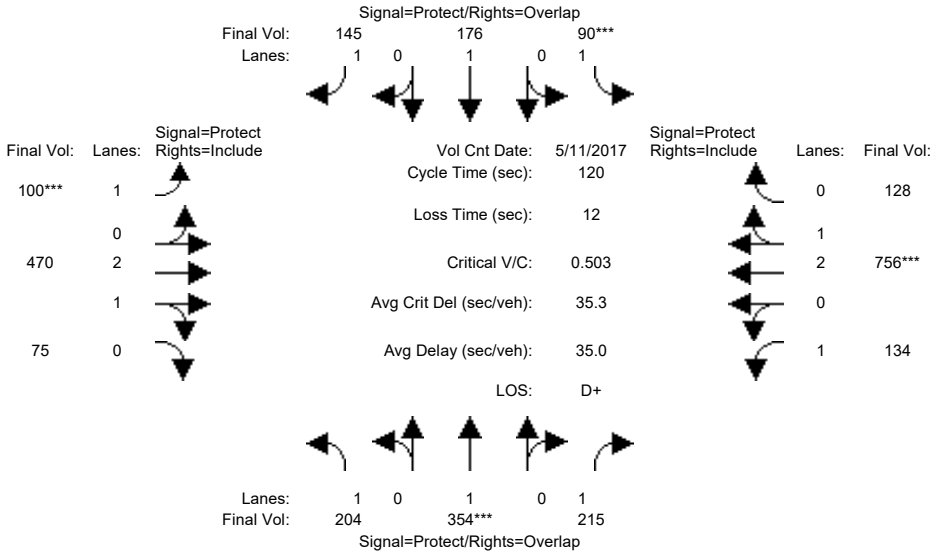
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	204	354	215	90	176	145	100	470	75	134	756	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	354	215	90	176	145	100	470	75	134	756	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	354	215	90	176	145	100	470	75	134	756	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	354	215	90	176	145	100	470	75	134	756	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	354	215	90	176	145	100	470	75	134	756	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	354	215	90	176	145	100	470	75	134	756	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.57	0.43	1.00	2.55	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4828	770	1750	4788	811
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.12	0.05	0.09	0.08	0.06	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	31.6	44.4	67.0	12.3	25.1	38.7	13.6	28.7	28.7	22.6	37.7	37.7
Volume/Cap:	0.44	0.50	0.22	0.50	0.44	0.26	0.50	0.41	0.41	0.41	0.50	0.50
Delay/Veh:	37.5	29.8	13.4	53.3	42.1	30.2	52.0	38.7	38.7	43.6	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	29.8	13.4	53.3	42.1	30.2	52.0	38.7	38.7	43.6	33.8	33.8
LOS by Move:	D+	C	B	D-	D	C	D-	D+	D+	D	C-	C-
HCM2k95thQ:	13	19	8	8	11	8	7	11	11	9	16	16

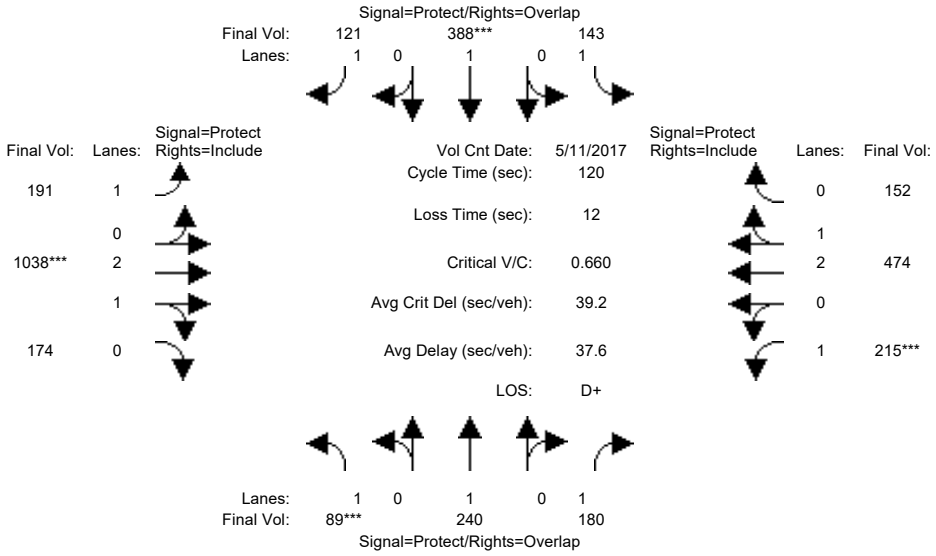
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



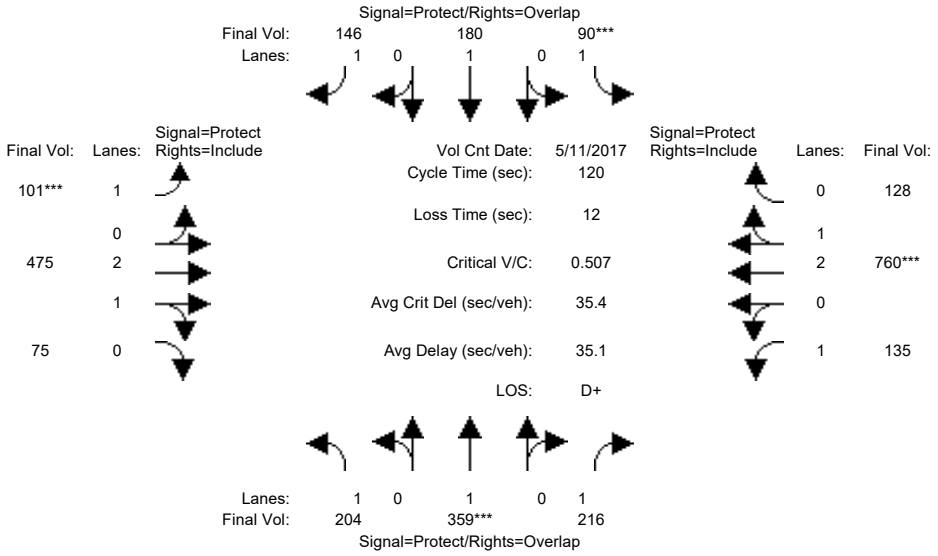
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	89	240	180	143	388	121	191	1038	174	215	474	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	240	180	143	388	121	191	1038	174	215	474	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	240	180	143	388	121	191	1038	174	215	474	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	240	180	143	388	121	191	1038	174	215	474	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	240	180	143	388	121	191	1038	174	215	474	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	240	180	143	388	121	191	1038	174	215	474	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.55	0.45	1.00	2.24	0.76
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4795	804	1750	4238	1359
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.10	0.08	0.20	0.07	0.11	0.22	0.22	0.12	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	9.2	28.1	50.5	18.2	37.1	67.6	30.5	39.3	39.3	22.3	31.2	31.2
Volume/Cap:	0.66	0.54	0.24	0.54	0.66	0.12	0.43	0.66	0.66	0.66	0.43	0.43
Uniform Del:	53.9	40.2	22.5	47.0	36.0	12.3	37.5	34.6	34.6	45.3	37.0	37.0
IncremntDel:	11.5	1.3	0.2	2.2	2.8	0.1	0.7	0.9	0.9	5.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.4	41.6	22.6	49.2	38.8	12.4	38.2	35.5	35.5	50.3	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	41.6	22.6	49.2	38.8	12.4	38.2	35.5	35.5	50.3	37.2	37.2
LOS by Move:	E	D	C+	D	D+	B	D+	D+	D+	D	D+	D+
HCM2k95thQ:	9	15	9	11	23	4	12	23	23	15	12	12

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



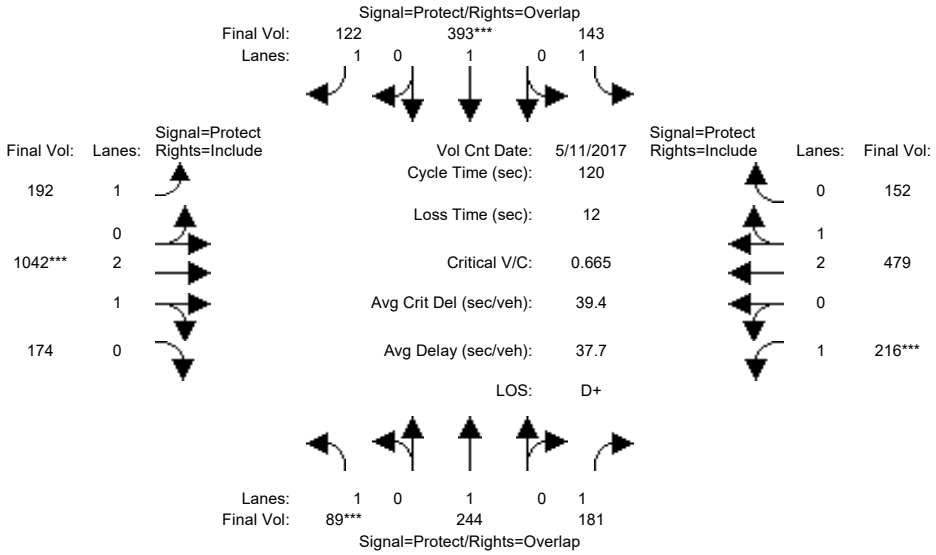
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	204	354	215	90	176	145	100	470	75	134	756	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	354	215	90	176	145	100	470	75	134	756	128
Added Vol:	0	5	1	0	4	1	1	5	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	359	216	90	180	146	101	475	75	135	760	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	359	216	90	180	146	101	475	75	135	760	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	359	216	90	180	146	101	475	75	135	760	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	359	216	90	180	146	101	475	75	135	760	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	2.55	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4835	763	1750	4792	807
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.12	0.05	0.09	0.08	0.06	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	31.4	44.7	67.2	12.2	25.5	39.1	13.6	28.7	28.7	22.5	37.5	37.5
Volume/Cap:	0.45	0.51	0.22	0.51	0.45	0.26	0.51	0.41	0.41	0.41	0.51	0.51
Uniform Del:	37.1	29.1	13.3	51.1	41.1	29.7	50.0	38.6	38.6	42.9	33.7	33.7
IncremntDel:	0.7	0.6	0.1	2.4	0.8	0.2	2.1	0.2	0.2	0.8	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.8	29.7	13.4	53.5	41.9	30.0	52.2	38.8	38.8	43.8	33.9	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:	37.8	29.7	13.4	53.5	41.9	30.0	52.2	38.8	38.8	43.8	33.9	33.9
LOS by Move:	D+	C	B	D-	D	C	D-	D+	D+	D	C-	C-
HCM2k95thQ:	13	19	8	8	12	8	7	11	11	9	16	16

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	89	240	180	143	388	121	191	1038	174	215	474	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	240	180	143	388	121	191	1038	174	215	474	152
Added Vol:	0	4	1	0	5	1	1	4	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	244	181	143	393	122	192	1042	174	216	479	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	244	181	143	393	122	192	1042	174	216	479	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	244	181	143	393	122	192	1042	174	216	479	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	244	181	143	393	122	192	1042	174	216	479	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.55	0.45	1.00	2.25	0.75
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4798	801	1750	4249	1348
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.10	0.08	0.21	0.07	0.11	0.22	0.22	0.12	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	9.2	28.4	50.7	18.1	37.3	67.7	30.3	39.2	39.2	22.3	31.2	31.2
Volume/Cap:	0.66	0.54	0.24	0.54	0.66	0.12	0.43	0.66	0.66	0.66	0.43	0.43
Delay/Veh:	65.9	41.4	22.5	49.4	38.8	12.3	38.3	35.7	35.7	50.5	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	41.4	22.5	49.4	38.8	12.3	38.3	35.7	35.7	50.5	37.3	37.3
LOS by Move:	E	D	C+	D	D+	B	D+	D+	D+	D	D+	D+
HCM2k95thQ:	9	16	9	11	24	4	12	23	23	15	12	12

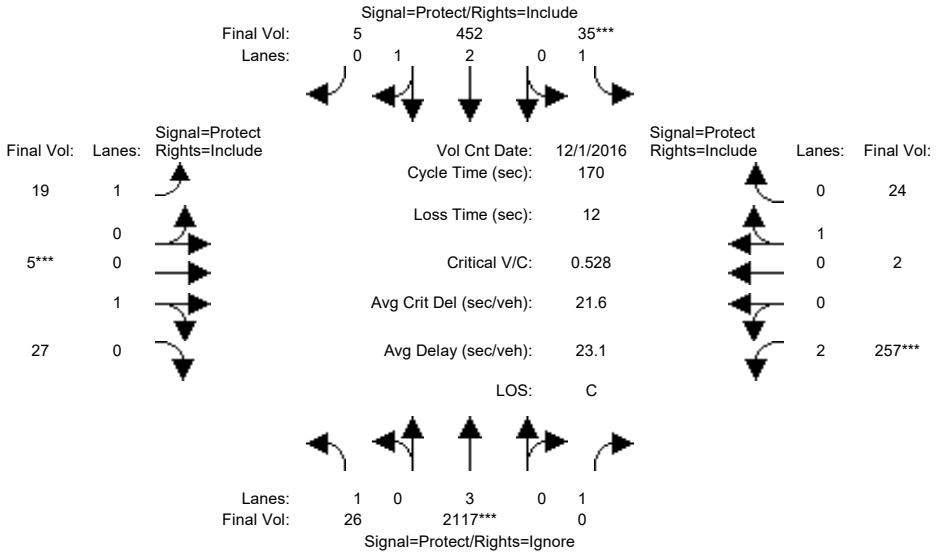
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	26	2117	496		35	452	5		19	5	27		257	2	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	2117	496		35	452	5		19	5	27		257	2	24	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	26	2117	496		35	452	5		19	5	27		257	2	24	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	2117	0		35	452	5		19	5	27		257	2	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	2117	0		35	452	5		19	5	27		257	2	24	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	26	2117	0		35	452	5		19	5	27		257	2	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		1.00	0.16	0.84		2.00	0.08	0.92	
Final Sat.:	1750	5700	1750		1750	5539	61		1750	281	1519		3150	138	1662	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.37	0.00		0.02	0.08	0.08		0.01	0.02	0.02		0.08	0.01	0.01	
Crit Moves:		****				****					****			****		
Green Time:	41.1	116	0.0		7.0	81.5	81.5		14.6	10.0	10.0		25.4	20.8	20.8	
Volume/Cap:	0.06	0.55	0.00		0.49	0.17	0.17		0.13	0.30	0.30		0.55	0.12	0.12	
Delay/Veh:	49.7	14.0	0.0		84.8	25.1	25.1		72.2	78.3	78.3		68.3	66.7	66.7	
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:	49.7	14.0	0.0		84.8	25.1	25.1		72.2	78.3	78.3		68.3	66.7	66.7	
LOS by Move:	D	B	A		F	C	C		E	E-	E-		E	E	E	
HCM2k95thQ:	2	31	0		5	9	9		2	4	4		15	3	3	

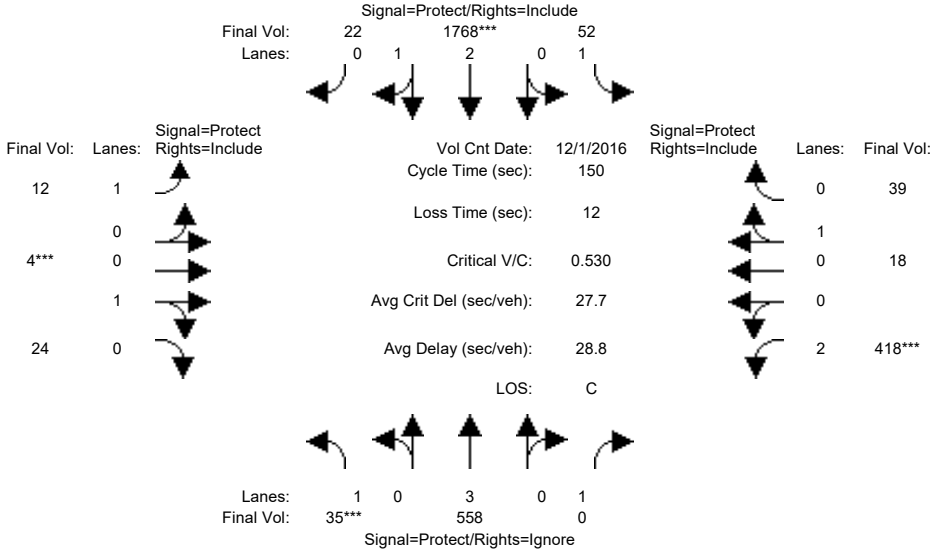
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



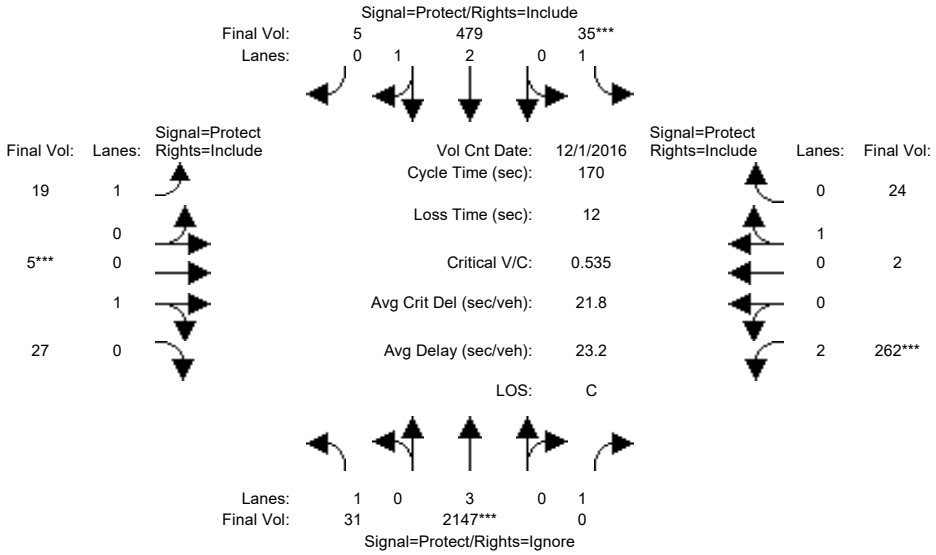
Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	35	558	531		52	1768	22		12	4	24		418	18	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	558	531		52	1768	22		12	4	24		418	18	39	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	558	531		52	1768	22		12	4	24		418	18	39	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	558	0		52	1768	22		12	4	24		418	18	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	558	0		52	1768	22		12	4	24		418	18	39	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	35	558	0		52	1768	22		12	4	24		418	18	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.96	0.04		1.00	0.14	0.86		2.00	0.32	0.68	
Final Sat.:	1750	5700	1750		1750	5531	69		1750	257	1543		3150	568	1232	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.00		0.03	0.32	0.32		0.01	0.02	0.02		0.13	0.03	0.03	
Crit Moves:	****					****				****			****			
Green Time:	7.0	62.6	0.0		29.9	85.5	85.5		18.7	10.0	10.0		35.5	26.8	26.8	
Volume/Cap:	0.43	0.23	0.00		0.15	0.56	0.56		0.05	0.23	0.23		0.56	0.18	0.18	
Uniform Del:	69.6	28.2	0.0		49.6	20.4	20.4		57.8	66.4	66.4		50.4	52.3	52.3	
IncremntDel:	3.6	0.1	0.0		0.2	0.2	0.2		0.1	1.0	1.0		1.0	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	73.1	28.2	0.0		49.8	20.6	20.6		57.9	67.4	67.4		51.4	52.5	52.5	
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:	73.1	28.2	0.0		49.8	20.6	20.6		57.9	67.4	67.4		51.4	52.5	52.5	
LOS by Move:	E	C	A		D	C+	C+		E+	E	E		D-	D-	D-	
HCM2k95thQ:	5	10	0		4	30	30		1	3	3		19	5	5	

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:Sunnyvale-Saratoga Road/Mathilda Talisman Drive/Sunnyvale-Saratoga

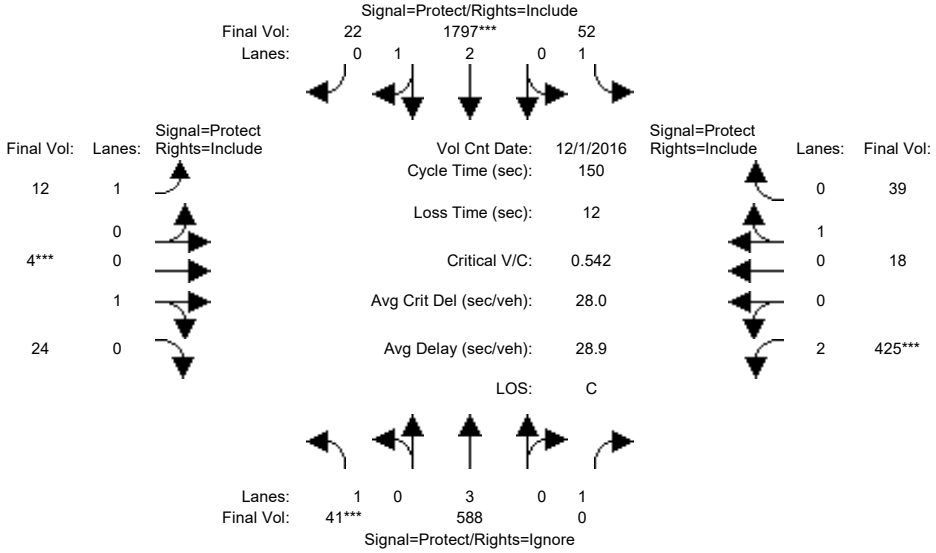
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	26	2117	496	35	452	5	19	5	27	257	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2117	496	35	452	5	19	5	27	257	2	24
Added Vol:	5	34	15	0	38	0	0	0	0	8	0	0
PasserByVol:	0	-4	0	0	-11	0	0	0	0	-3	0	0
Initial Fut:	31	2147	511	35	479	5	19	5	27	262	2	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	2147	0	35	479	5	19	5	27	262	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2147	0	35	479	5	19	5	27	262	2	24
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	2147	0	35	479	5	19	5	27	262	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	1.00	0.16	0.84	2.00	0.08	0.92
Final Sat.:	1750	5700	1750	1750	5542	58	1750	281	1519	3150	138	1662
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.00	0.02	0.09	0.09	0.01	0.02	0.02	0.08	0.01	0.01
Crit Moves:		****		****				****		****		
Green Time:	39.5	115	0.0	7.0	83.0	83.0	14.6	10.0	10.0	25.5	20.9	20.9
Volume/Cap:	0.08	0.55	0.00	0.49	0.18	0.18	0.13	0.30	0.30	0.55	0.12	0.12
Uniform Del:	51.0	14.0	0.0	79.7	24.4	24.4	71.8	76.7	76.7	67.0	66.4	66.4
IncremntDel:	0.1	0.2	0.0	5.1	0.0	0.0	0.4	1.6	1.6	1.4	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	14.2	0.0	84.8	24.4	24.4	72.2	78.3	78.3	68.4	66.6	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	14.2	0.0	84.8	24.4	24.4	72.2	78.3	78.3	68.4	66.6	66.6
LOS by Move:	D-	B	A	F	C	C	E	E-	E-	E	E	E
HCM2k95thQ:	3	32	0	5	9	9	2	4	4	15	3	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	35	558	531		52	1768	22		12	4	24		418	18	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	558	531		52	1768	22		12	4	24		418	18	39	
Added Vol:	6	37	16		0	33	0		0	0	0		7	0	0	
PasserByVol:	0	-7	-4		0	-4	0		0	0	0		0	0	0	
Initial Fut:	41	588	543		52	1797	22		12	4	24		425	18	39	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	588	0		52	1797	22		12	4	24		425	18	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	588	0		52	1797	22		12	4	24		425	18	39	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	41	588	0		52	1797	22		12	4	24		425	18	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.96	0.04		1.00	0.14	0.86		2.00	0.32	0.68	
Final Sat.:	1750	5700	1750		1750	5532	68		1750	257	1543		3150	568	1232	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.00		0.03	0.32	0.32		0.01	0.02	0.02		0.13	0.03	0.03	
Crit Moves:	****					****				****				****		
Green Time:	7.0	63.7	0.0		28.8	85.5	85.5		18.7	10.0	10.0		35.5	26.8	26.8	
Volume/Cap:	0.50	0.24	0.00		0.15	0.57	0.57		0.05	0.23	0.23		0.57	0.18	0.18	
Delay/Veh:	74.7	27.7	0.0		50.7	20.8	20.8		57.9	67.4	67.4		51.6	52.5	52.5	
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:	74.7	27.7	0.0		50.7	20.8	20.8		57.9	67.4	67.4		51.6	52.5	52.5	
LOS by Move:	E	C	A		D	C+	C+		E+	E	E		D-	D-	D-	
HCM2k95thQ:	5	11	0		4	30	30		1	3	3		20	5	5	

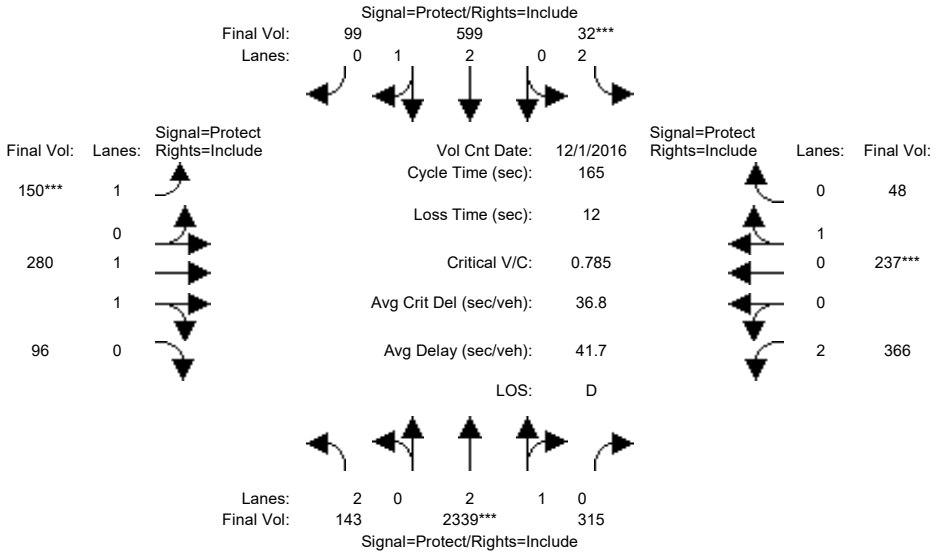
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	143	2339	315	32	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	32	599	99	150	280	96	366	237	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2339	315	32	599	99	150	280	96	366	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2339	315	32	599	99	150	280	96	366	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2339	315	32	599	99	150	280	96	366	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	2339	315	32	599	99	150	280	96	366	237	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	2.00	2.56	0.44	1.00	1.48	0.52	2.00	0.83	0.17
Final Sat.:	3150	4934	665	3150	4805	794	1750	2755	944	3150	1497	303
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.01	0.12	0.12	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	27.6	96.4	96.4	7.0	75.8	75.8	17.4	23.2	23.2	26.5	32.2	32.2
Volume/Cap:	0.27	0.81	0.81	0.24	0.27	0.27	0.81	0.72	0.72	0.72	0.81	0.81
Delay/Veh:	60.2	28.8	28.8	77.4	27.6	27.6	95.2	72.9	72.9	71.0	76.8	76.8
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:	60.2	28.8	28.8	77.4	27.6	27.6	95.2	72.9	72.9	71.0	76.8	76.8
LOS by Move:	E	C	C	E-	C	C	F	E	E	E	E-	E-
HCM2k95thQ:	7	55	55	2	13	13	16	17	17	19	26	26

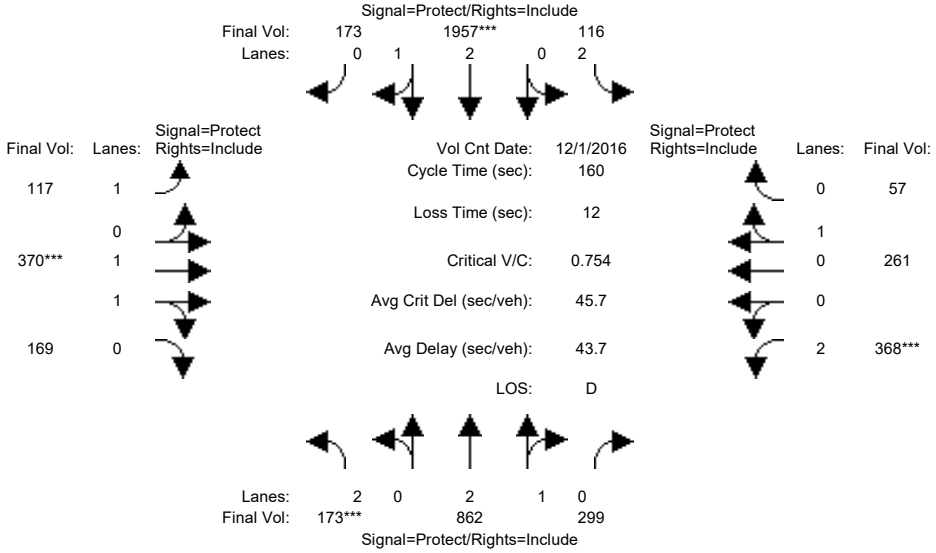
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



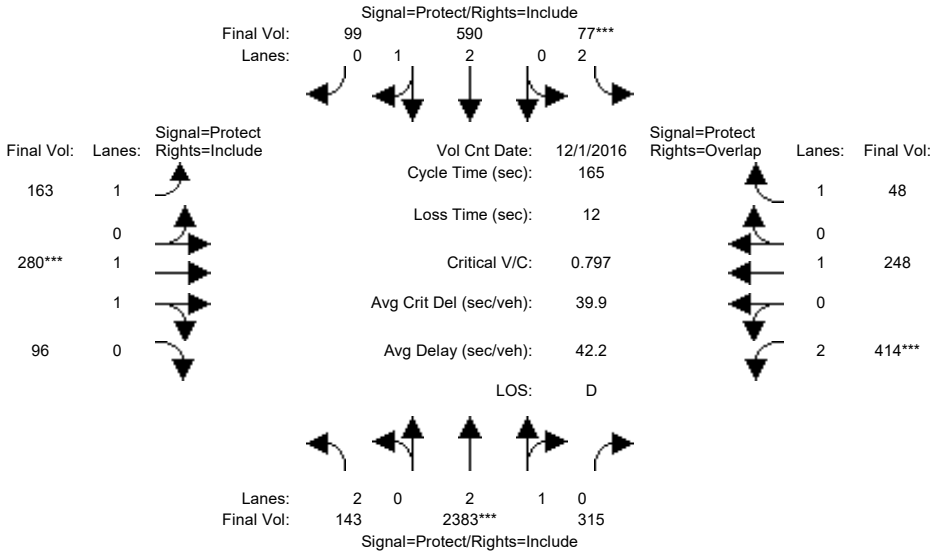
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	862	299	116	1957	173	117	370	169	368	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	862	299	116	1957	173	117	370	169	368	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	862	299	116	1957	173	117	370	169	368	261	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.20	0.80	2.00	2.75	0.25	1.00	1.36	0.64	2.00	0.82	0.18
Final Sat.:	3150	4156	1442	3150	5145	455	1750	2539	1160	3150	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.04	0.38	0.38	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	11.6	76.2	76.2	16.1	80.7	80.7	15.3	30.9	30.9	24.8	40.4	40.4
Volume/Cap:	0.75	0.44	0.44	0.37	0.75	0.75	0.70	0.75	0.75	0.75	0.70	0.70
Uniform Del:	72.8	27.7	27.7	67.2	31.7	31.7	70.1	61.0	61.0	64.7	54.3	54.3
IncremntDel:	13.3	0.1	0.1	0.7	1.2	1.2	12.4	4.6	4.6	6.6	4.8	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.0	27.8	27.8	67.9	32.9	32.9	82.5	65.5	65.5	71.3	59.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	27.8	27.8	67.9	32.9	32.9	82.5	65.5	65.5	71.3	59.1	59.1
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2k95thQ:	10	22	22	6	45	45	12	23	23	19	26	26

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



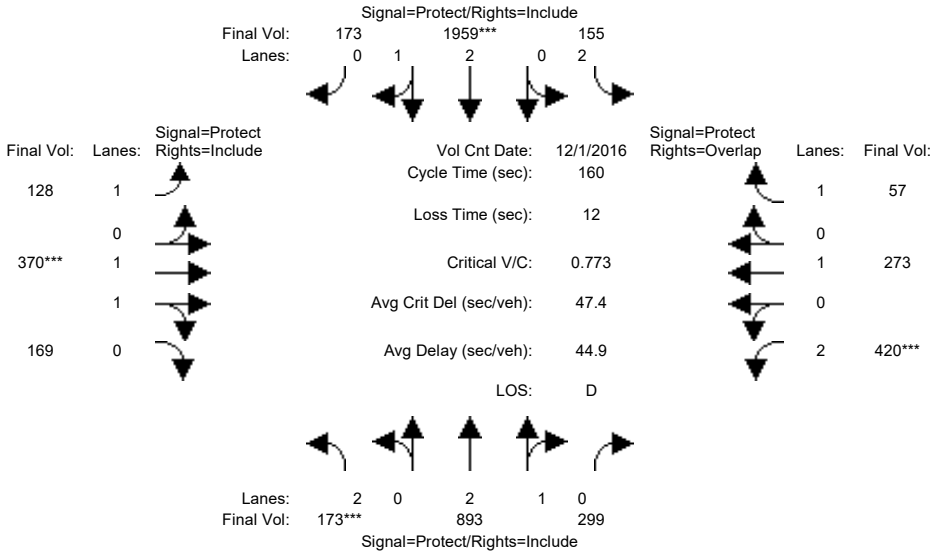
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	143	2339	315	32	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	32	599	99	150	280	96	366	237	48
Added Vol:	0	48	0	45	5	0	13	0	0	48	11	0
PasserByVol:	0	-4	0	0	-14	0	0	0	0	0	0	0
Initial Fut:	143	2383	315	77	590	99	163	280	96	414	248	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2383	315	77	590	99	163	280	96	414	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2383	315	77	590	99	163	280	96	414	248	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	2383	315	77	590	99	163	280	96	414	248	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.64	0.36	2.00	2.55	0.45	1.00	1.48	0.52	2.00	1.00	1.00
Final Sat.:	3150	4945	654	3150	4794	804	1750	2755	944	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.02	0.12	0.12	0.09	0.10	0.10	0.13	0.13	0.03
Crit Moves:		****		****				****		****		
Green Time:	28.4	98.4	98.4	7.0	77.0	77.0	19.8	20.8	20.8	26.8	27.8	34.8
Volume/Cap:	0.26	0.81	0.81	0.58	0.26	0.26	0.78	0.81	0.81	0.81	0.78	0.13
Uniform Del:	59.2	25.9	25.9	77.5	26.8	26.8	70.4	70.2	70.2	66.6	65.6	52.8
IncremntDel:	0.3	1.5	1.5	6.1	0.1	0.1	16.4	10.1	10.1	9.3	11.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.5	27.5	27.5	83.6	26.8	26.8	86.8	80.3	80.3	75.8	76.9	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	27.5	27.5	83.6	26.8	26.8	86.8	80.3	80.3	75.8	76.9	53.0
LOS by Move:	E+	C	C	F	C	C	F	F	F	E-	E-	D-
HCM2k95thQ:	7	55	55	5	13	13	16	18	18	23	22	4

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	42	0	39	6	0	11	0	0	52	12	0
PasserByVol:	0	-11	0	0	-4	0	0	0	0	0	0	0
Initial Fut:	173	893	299	155	1959	173	128	370	169	420	273	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	893	299	155	1959	173	128	370	169	420	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	893	299	155	1959	173	128	370	169	420	273	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	893	299	155	1959	173	128	370	169	420	273	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.22	0.78	2.00	2.75	0.25	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	3150	4193	1404	3150	5145	454	1750	2539	1160	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.05	0.38	0.38	0.07	0.15	0.15	0.13	0.14	0.03
Crit Moves:	****				****			****			****	
Green Time:	11.4	73.3	73.3	16.9	78.8	78.8	19.5	30.2	30.2	27.6	38.3	55.2
Volume/Cap:	0.77	0.46	0.46	0.46	0.77	0.77	0.60	0.77	0.77	0.77	0.60	0.09
Delay/Veh:	88.3	30.0	30.0	68.3	34.6	34.6	71.3	67.0	67.0	70.0	56.3	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	30.0	30.0	68.3	34.6	34.6	71.3	67.0	67.0	70.0	56.3	35.5
LOS by Move:	F	C	C	E	C-	C-	E	E	E	E	E+	D+
HCM2k95thQ:	10	23	23	8	47	47	12	23	23	22	21	4

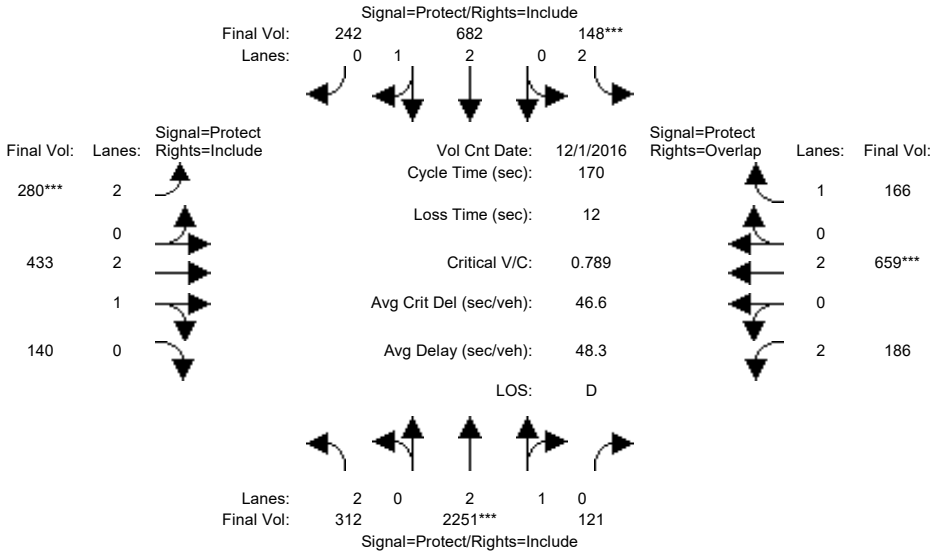
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	2251	121	148	682	242	280	433	140	186	659	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	2251	121	148	682	242	280	433	140	186	659	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	2251	121	148	682	242	280	433	140	186	659	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.19	0.81	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5314	286	3150	4131	1466	3150	4230	1368	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.09
Crit Moves:		****			****			****			****	
Green Time:	38.0	91.3	91.3	10.1	63.4	63.4	19.2	35.9	35.9	20.7	37.4	47.5
Volume/Cap:	0.44	0.79	0.79	0.79	0.44	0.44	0.79	0.49	0.49	0.49	0.79	0.34
Delay/Veh:	57.3	33.0	33.0	98.6	40.2	40.2	84.7	59.3	59.3	70.7	67.6	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	33.0	33.0	98.6	40.2	40.2	84.7	59.3	59.3	70.7	67.6	49.2
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2k95thQ:	15	53	53	10	21	21	17	16	16	10	29	14

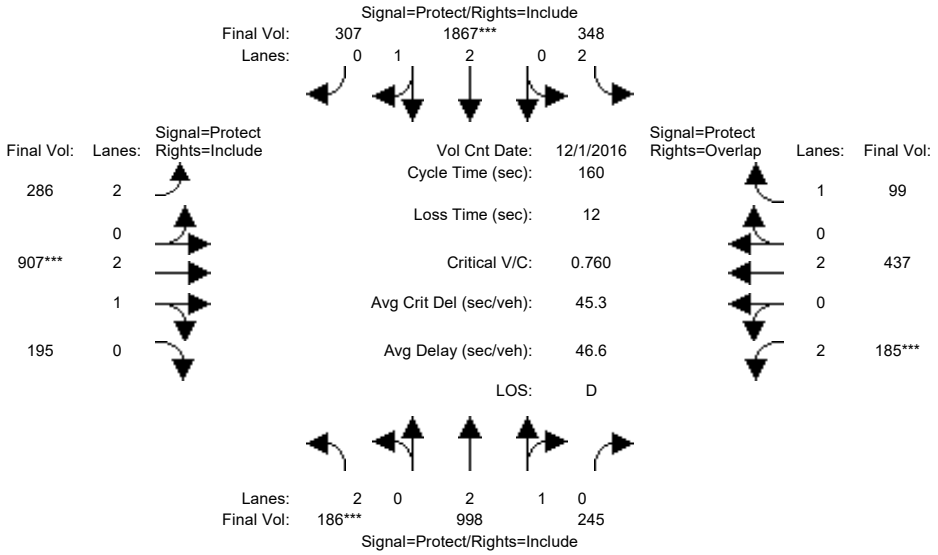
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



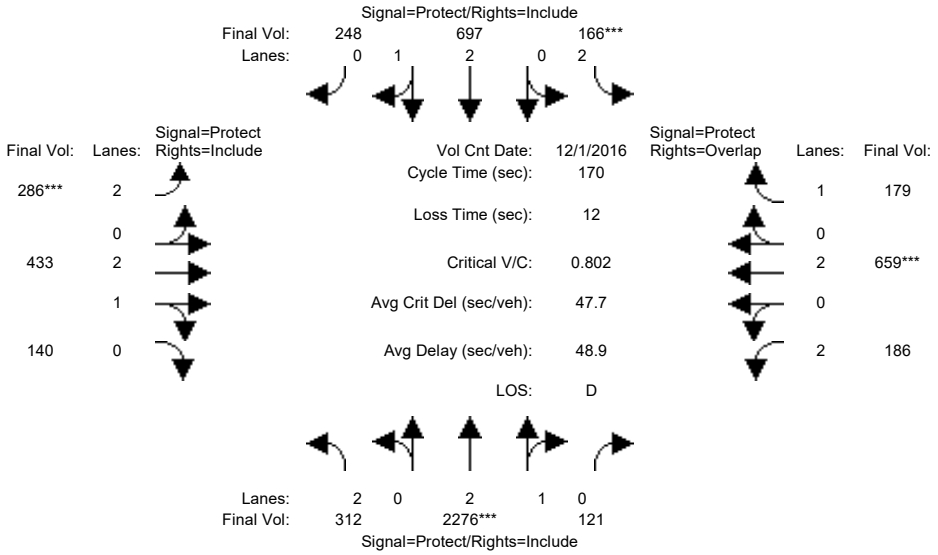
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	998	245	348	1867	307	286	907	195	185	437	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	998	245	348	1867	307	286	907	195	185	437	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	998	245	348	1867	307	286	907	195	185	437	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.39	0.61	2.00	2.56	0.44	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4495	1103	3150	4808	791	3150	4608	991	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.39	0.39	0.09	0.20	0.20	0.06	0.12	0.06
Crit Moves:	****				****			****			****	
Green Time:	12.4	62.9	62.9	31.3	81.8	81.8	23.7	41.4	41.4	12.4	30.1	61.4
Volume/Cap:	0.76	0.56	0.56	0.56	0.76	0.76	0.61	0.76	0.76	0.76	0.61	0.15
Uniform Del:	72.3	37.9	37.9	58.2	31.3	31.3	63.8	54.7	54.7	72.4	59.6	32.2
IncremntDel:	13.0	0.3	0.3	1.2	1.2	1.2	2.4	2.4	2.4	13.0	1.6	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.3	38.2	38.2	59.4	32.5	32.5	66.2	57.1	57.1	85.4	61.2	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	38.2	38.2	59.4	32.5	32.5	66.2	57.1	57.1	85.4	61.2	32.3
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2k95thQ:	10	26	26	16	45	45	15	29	29	11	18	7

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



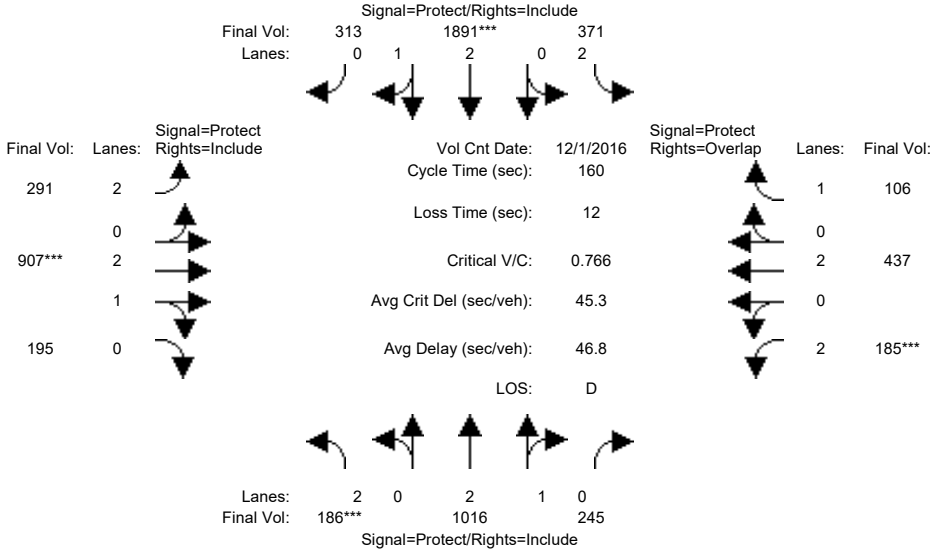
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	29	0	21	26	6	6	0	0	0	0	13
PasserByVol:	0	-4	0	-3	-11	0	0	0	0	0	0	0
Initial Fut:	312	2276	121	166	697	248	286	433	140	186	659	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	2276	121	166	697	248	286	433	140	186	659	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	2276	121	166	697	248	286	433	140	186	659	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	2276	121	166	697	248	286	433	140	186	659	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.18	0.82	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5317	283	3150	4128	1469	3150	4230	1368	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.10
Crit Moves:		****		****			****				****	
Green Time:	37.7	90.8	90.8	11.2	64.3	64.3	19.3	35.5	35.5	20.5	36.8	48.0
Volume/Cap:	0.45	0.80	0.80	0.80	0.45	0.45	0.80	0.49	0.49	0.49	0.80	0.36
Uniform Del:	57.1	32.3	32.3	78.3	39.6	39.6	73.5	59.2	59.2	69.9	63.2	48.8
IncremntDel:	0.5	1.6	1.6	19.6	0.2	0.2	12.2	0.3	0.3	1.0	5.7	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.6	33.9	33.9	98.0	39.7	39.7	85.7	59.6	59.6	70.9	68.8	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	33.9	33.9	98.0	39.7	39.7	85.7	59.6	59.6	70.9	68.8	49.3
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2k95thQ:	15	54	54	11	22	22	17	16	16	10	29	15

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	0	25	0	23	28	6	5	0	0	0	0	11
PasserByVol:	0	-7	0	0	-4	0	0	0	0	0	0	-4
Initial Fut:	186	1016	245	371	1891	313	291	907	195	185	437	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1016	245	371	1891	313	291	907	195	185	437	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1016	245	371	1891	313	291	907	195	185	437	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:	186	1016	245	371	1891	313	291	907	195	185	437	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.40	0.60	2.00	2.56	0.44	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4511	1088	3150	4804	795	3150	4608	991	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.12	0.39	0.39	0.09	0.20	0.20	0.06	0.12	0.06
Crit Moves:	****				****			****			****	
Green Time:	12.3	62.1	62.1	32.5	82.3	82.3	23.8	41.1	41.1	12.3	29.6	62.1
Volume/Cap:	0.77	0.58	0.58	0.58	0.77	0.77	0.62	0.77	0.77	0.77	0.62	0.16
Delay/Veh:	86.0	39.0	39.0	58.9	32.4	32.4	66.5	57.5	57.5	86.1	61.8	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	39.0	39.0	58.9	32.4	32.4	66.5	57.5	57.5	86.1	61.8	32.0
LOS by Move:	F	D	D	E+	C-	C-	E	E+	E+	F	E	C
HCM2k95thQ:	10	27	27	17	46	46	15	29	29	11	18	7

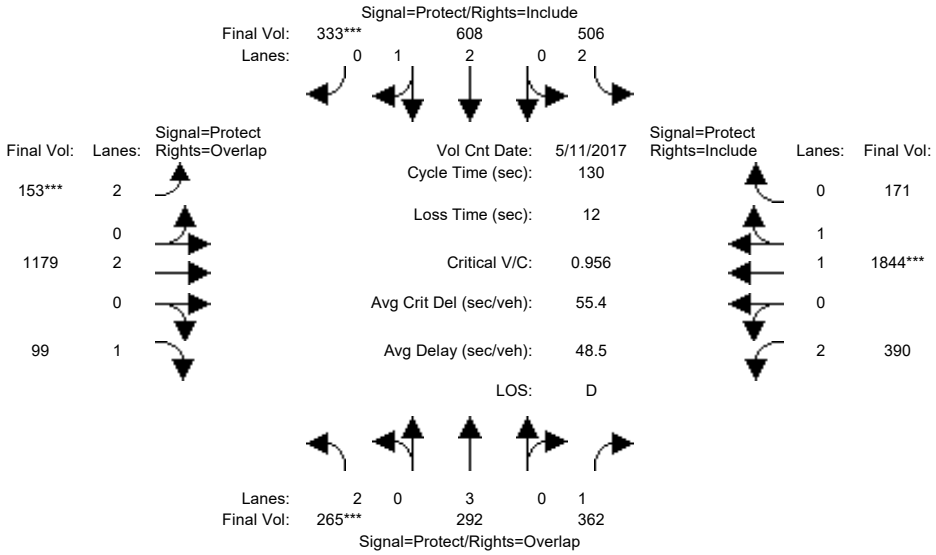
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	265	292	362	506	608	333	153	1179	99	390	1844	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	292	362	506	608	333	153	1179	99	390	1844	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	292	362	506	608	333	153	1179	99	390	1844	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	292	362	506	608	333	153	1179	99	390	1844	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	292	362	506	608	333	153	1179	99	390	1844	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	292	362	506	608	333	153	1179	99	390	1844	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	3800	1750	3150	3386	314
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.21	0.16	0.16	0.19	0.05	0.31	0.06	0.12	0.54	0.54
Crit Moves:	****					****	****				****	
Green Time:	11.4	12.7	35.7	24.5	25.8	25.8	7.0	57.8	69.2	23.0	73.8	73.8
Volume/Cap:	0.96	0.53	0.75	0.85	0.81	0.96	0.90	0.70	0.11	0.70	0.96	0.96
Delay/Veh:	102.0	56.7	49.7	62.3	54.0	71.1	103.3	30.4	15.1	54.1	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.0	56.7	49.7	62.3	54.0	71.1	103.3	30.4	15.1	54.1	38.2	38.2
LOS by Move:	F	E+	D	E	D-	E	F	C	B	D-	D+	D+
HCM2k95thQ:	18	9	27	23	22	29	12	33	4	18	69	69

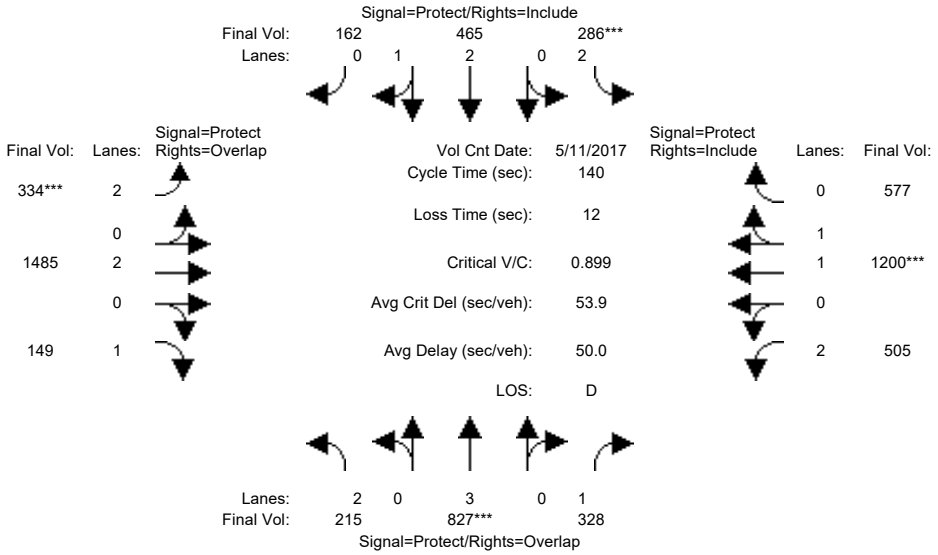
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



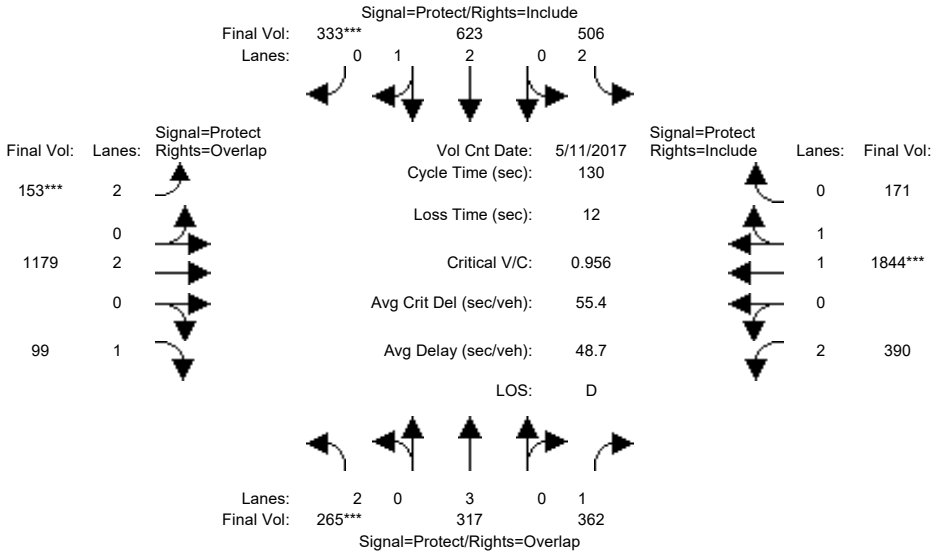
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	215	827	328	286	465	162	334	1485	149	505	1200	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	827	328	286	465	162	334	1485	149	505	1200	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	827	328	286	465	162	334	1485	149	505	1200	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	827	328	286	465	162	334	1485	149	505	1200	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	827	328	286	465	162	334	1485	149	505	1200	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	827	328	286	465	162	334	1485	149	505	1200	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.20	0.80	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	4151	1446	3150	3800	1750	3150	2498	1201
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.19	0.09	0.11	0.11	0.11	0.39	0.09	0.16	0.48	0.48
Crit Moves:		****		****			****				****	
Green Time:	13.9	22.6	49.1	14.1	22.8	22.8	16.5	64.7	78.6	26.6	74.8	74.8
Volume/Cap:	0.69	0.90	0.53	0.90	0.69	0.69	0.90	0.85	0.15	0.85	0.90	0.90
Uniform Del:	60.9	57.6	36.3	62.2	55.2	55.2	60.9	33.2	14.7	54.7	29.2	29.2
IncremntDel:	6.3	11.7	0.9	26.7	2.2	2.2	23.8	4.0	0.1	10.7	6.0	6.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	69.3	37.2	88.9	57.5	57.5	84.8	37.2	14.8	65.5	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	69.3	37.2	88.9	57.5	57.5	84.8	37.2	14.8	65.5	35.3	35.3
LOS by Move:	E	E	D+	F	E+	E+	F	D+	B	E	D+	D+
HCM2k95thQ:	13	26	22	15	16	16	21	48	6	26	60	60

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



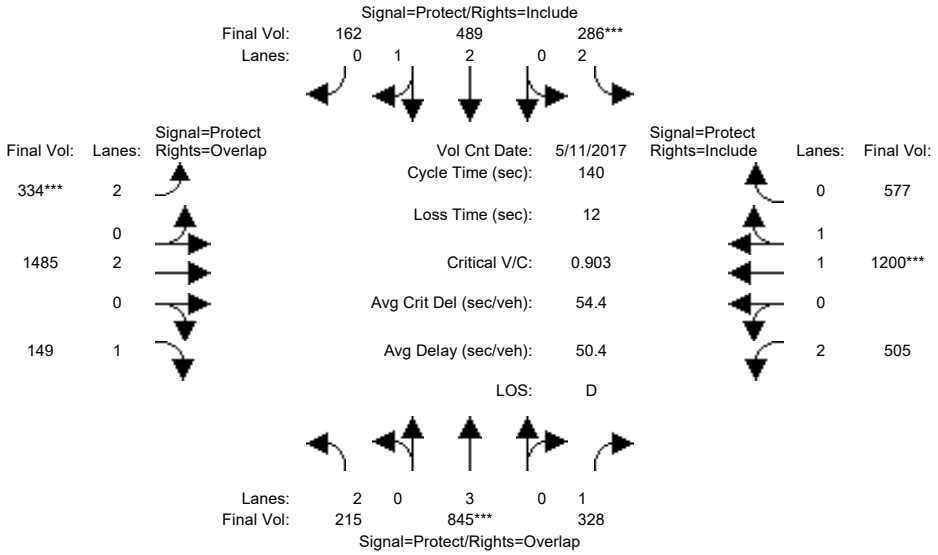
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	265	292	362	506	608	333	153	1179	99	390	1844	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	292	362	506	608	333	153	1179	99	390	1844	171
Added Vol:	0	29	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	-4	0	0	-11	0	0	0	0	0	0	0
Initial Fut:	265	317	362	506	623	333	153	1179	99	390	1844	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	317	362	506	623	333	153	1179	99	390	1844	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	317	362	506	623	333	153	1179	99	390	1844	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	317	362	506	623	333	153	1179	99	390	1844	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	3800	1750	3150	3386	314
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.21	0.16	0.16	0.19	0.05	0.31	0.06	0.12	0.54	0.54
Crit Moves:	****					****	****				****	
Green Time:	11.4	12.7	35.7	24.5	25.8	25.8	7.0	57.8	69.2	23.0	73.8	73.8
Volume/Cap:	0.96	0.57	0.75	0.85	0.83	0.96	0.90	0.70	0.11	0.70	0.96	0.96
Uniform Del:	59.1	56.1	43.1	51.0	50.0	51.6	61.2	29.1	15.1	50.2	26.7	26.7
IncremntDel:	42.9	1.4	6.6	11.4	5.0	19.3	42.1	1.3	0.1	3.9	11.6	11.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.0	57.5	49.7	62.3	55.0	70.9	103.3	30.4	15.1	54.1	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.0	57.5	49.7	62.3	55.0	70.9	103.3	30.4	15.1	54.1	38.2	38.2
LOS by Move:	F	E+	D	E	D-	E	F	C	B	D-	D+	D+
HCM2k95thQ:	18	9	27	23	22	29	12	33	4	18	69	69

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	215	827	328	286	465	162	334	1485	149	505	1200	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	827	328	286	465	162	334	1485	149	505	1200	577
Added Vol:	0	25	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	-7	0	0	-4	0	0	0	0	0	0	0
Initial Fut:	215	845	328	286	489	162	334	1485	149	505	1200	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	845	328	286	489	162	334	1485	149	505	1200	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	845	328	286	489	162	334	1485	149	505	1200	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	845	328	286	489	162	334	1485	149	505	1200	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.23	0.77	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	4205	1393	3150	3800	1750	3150	2498	1201
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.19	0.09	0.12	0.12	0.11	0.39	0.09	0.16	0.48	0.48
Crit Moves:		****		****			****				****	
Green Time:	13.7	23.0	49.4	14.1	23.4	23.4	16.4	64.5	78.2	26.5	74.5	74.5
Volume/Cap:	0.70	0.90	0.53	0.90	0.70	0.70	0.90	0.85	0.15	0.85	0.90	0.90
Delay/Veh:	68.0	69.3	36.9	89.7	57.3	57.3	85.5	37.5	15.0	65.9	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	69.3	36.9	89.7	57.3	57.3	85.5	37.5	15.0	65.9	35.8	35.8
LOS by Move:	E	E	D+	F	E+	E+	F	D+	B	E	D+	D+
HCM2k95thQ:	13	27	22	15	16	16	21	48	6	27	60	60

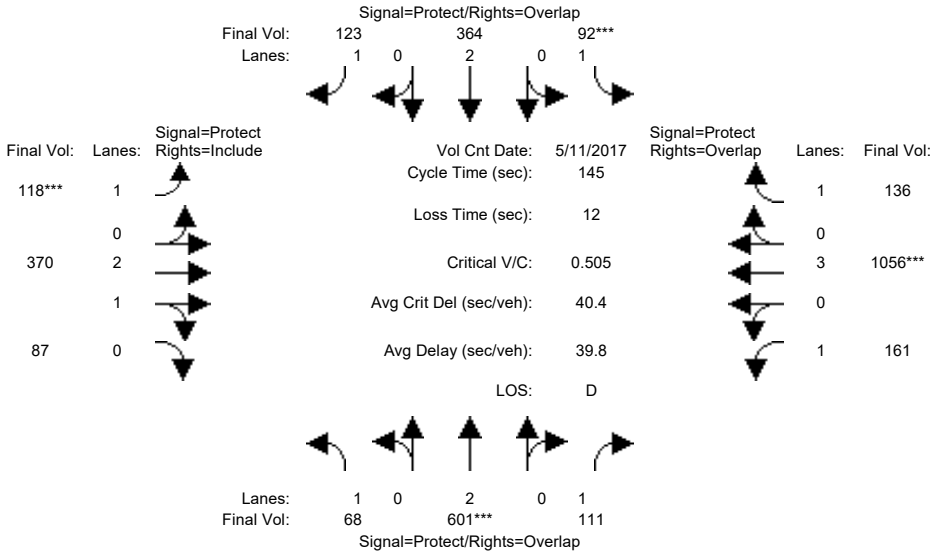
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	68	601	111	92	364	123	118	370	87	161	1056	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	601	111	92	364	123	118	370	87	161	1056	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	601	111	92	364	123	118	370	87	161	1056	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	601	111	92	364	123	118	370	87	161	1056	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	601	111	92	364	123	118	370	87	161	1056	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	601	111	92	364	123	118	370	87	161	1056	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4533	1066	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.06	0.05	0.10	0.07	0.07	0.08	0.08	0.09	0.19	0.08
Crit Moves:		****		****			****				****	
Green Time:	20.3	45.4	83.8	15.1	40.2	59.6	19.4	34.1	34.1	38.4	53.2	68.3
Volume/Cap:	0.28	0.51	0.11	0.51	0.35	0.17	0.51	0.35	0.35	0.35	0.51	0.17
Delay/Veh:	56.4	41.0	13.8	63.7	42.1	27.2	60.2	46.3	46.3	43.6	35.9	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	41.0	13.8	63.7	42.1	27.2	60.2	46.3	46.3	43.6	35.9	22.1
LOS by Move:	E+	D	B	E	D	C	E	D	D	D	D+	C+
HCM2k95thQ:	6	19	5	9	12	7	11	11	11	12	21	7

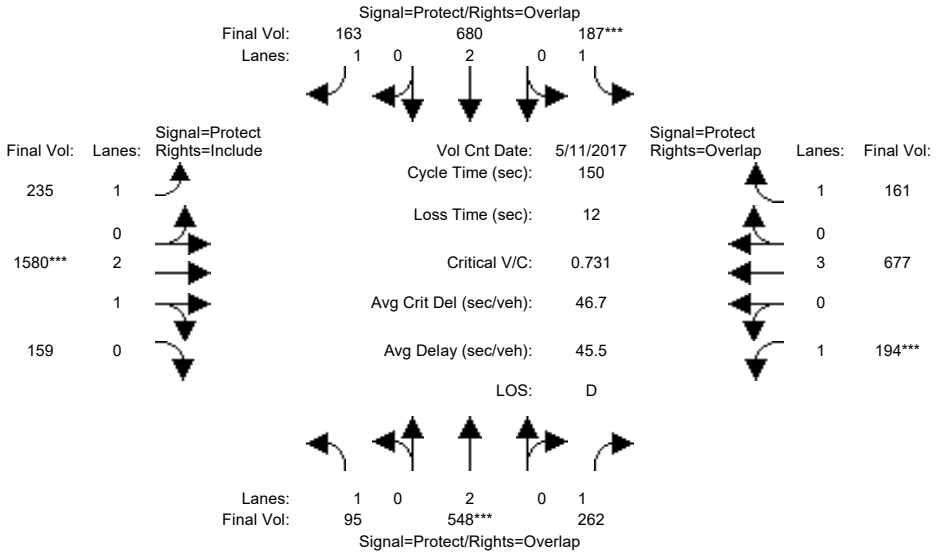
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



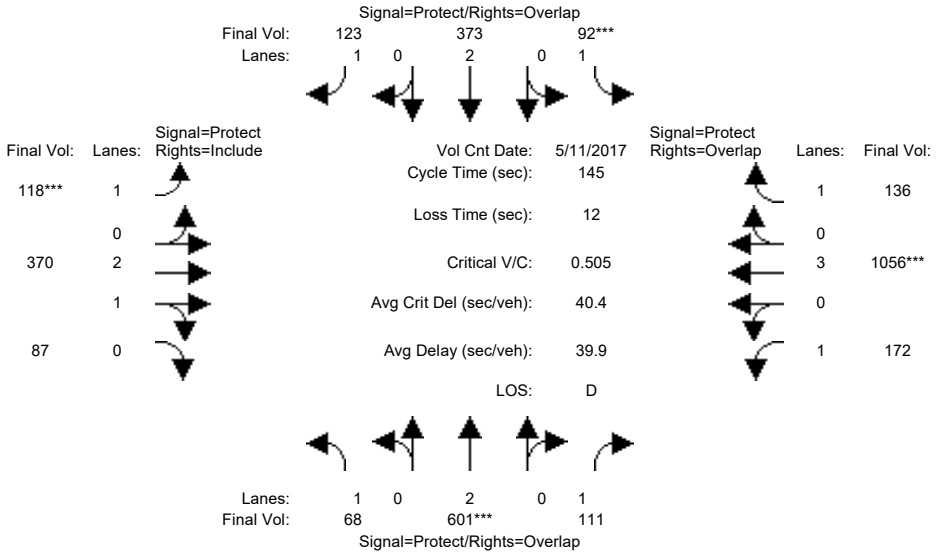
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	95	548	262	187	680	163	235	1580	159	194	677	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	548	262	187	680	163	235	1580	159	194	677	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	548	262	187	680	163	235	1580	159	194	677	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	548	262	187	680	163	235	1580	159	194	677	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	548	262	187	680	163	235	1580	159	194	677	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	548	262	187	680	163	235	1580	159	194	677	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5087	512	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.15	0.11	0.18	0.09	0.13	0.31	0.31	0.11	0.12	0.09
Crit Moves:		****		****				****		****		
Green Time:	12.0	29.6	52.3	21.9	39.5	85.4	45.9	63.7	63.7	22.7	40.6	62.5
Volume/Cap:	0.68	0.73	0.43	0.73	0.68	0.16	0.44	0.73	0.73	0.73	0.44	0.22
Uniform Del:	67.1	56.5	37.4	61.2	49.5	15.3	41.7	36.0	36.0	60.7	45.3	28.1
IncremntDel:	12.7	3.7	0.5	10.3	1.9	0.1	0.6	1.2	1.2	9.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.8	60.2	37.9	71.5	51.4	15.4	42.3	37.2	37.2	70.6	45.5	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	60.2	37.9	71.5	51.4	15.4	42.3	37.2	37.2	70.6	45.5	28.2
LOS by Move:	E-	E	D+	E	D-	B	D	D+	D+	E	D	C
HCM2k95thQ:	9	21	18	19	26	7	17	38	38	17	16	10

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



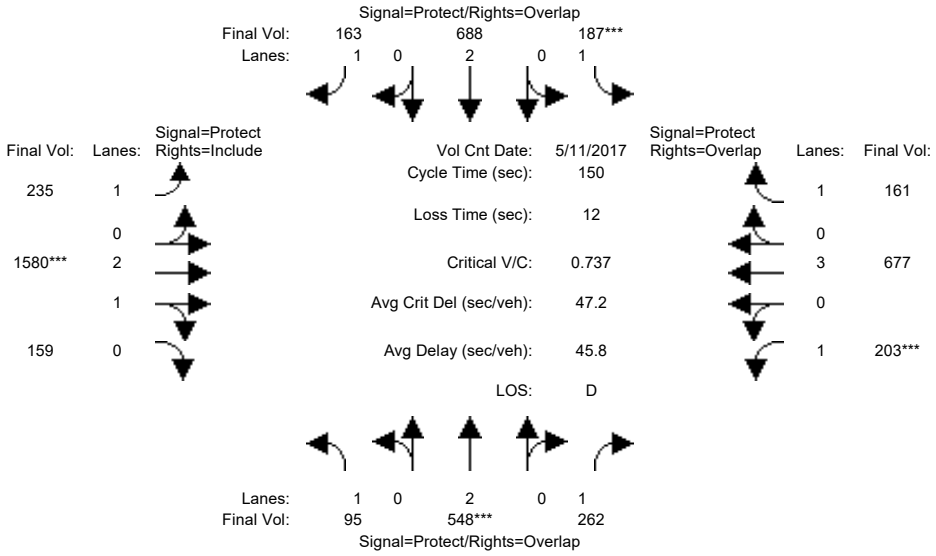
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	68	601	111	92	364	123	118	370	87	161	1056	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	601	111	92	364	123	118	370	87	161	1056	136
Added Vol:	0	0	0	0	9	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	601	111	92	373	123	118	370	87	172	1056	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	601	111	92	373	123	118	370	87	172	1056	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	601	111	92	373	123	118	370	87	172	1056	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	601	111	92	373	123	118	370	87	172	1056	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4533	1066	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.06	0.05	0.10	0.07	0.07	0.08	0.08	0.10	0.19	0.08
Crit Moves:		****			****			****			****	
Green Time:	19.9	45.4	85.0	15.1	40.5	59.9	19.4	32.9	32.9	39.6	53.2	68.3
Volume/Cap:	0.28	0.51	0.11	0.51	0.35	0.17	0.51	0.36	0.36	0.36	0.51	0.17
Uniform Del:	56.1	40.6	13.3	61.4	41.7	26.9	58.4	47.2	47.2	42.5	35.7	22.0
IncremntDel:	0.6	0.4	0.0	2.3	0.2	0.1	1.8	0.2	0.2	0.5	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.8	41.0	13.3	63.7	41.9	27.0	60.2	47.4	47.4	42.9	35.9	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	41.0	13.3	63.7	41.9	27.0	60.2	47.4	47.4	42.9	35.9	22.1
LOS by Move:	E+	D	B	E	D	C	E	D	D	D	D+	C+
HCM2k95thQ:	6	19	4	9	13	7	11	11	11	12	21	7

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	95	548	262	187	680	163	235	1580	159	194	677	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	548	262	187	680	163	235	1580	159	194	677	161
Added Vol:	0	0	0	0	8	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	548	262	187	688	163	235	1580	159	203	677	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	548	262	187	688	163	235	1580	159	203	677	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	548	262	187	688	163	235	1580	159	203	677	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	548	262	187	688	163	235	1580	159	203	677	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5087	512	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.15	0.11	0.18	0.09	0.13	0.31	0.31	0.12	0.12	0.09
Crit Moves:		****		****				****		****		
Green Time:	11.8	29.4	53.0	21.8	39.3	85.4	46.1	63.2	63.2	23.6	40.8	62.5
Volume/Cap:	0.69	0.74	0.42	0.74	0.69	0.16	0.44	0.74	0.74	0.74	0.44	0.22
Delay/Veh:	81.2	60.6	37.4	72.1	51.9	15.4	42.1	37.6	37.6	70.2	45.3	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	60.6	37.4	72.1	51.9	15.4	42.1	37.6	37.6	70.2	45.3	28.2
LOS by Move:	F	E	D+	E	D-	B	D	D+	D+	E	D	C
HCM2k95thQ:	9	22	18	19	26	7	17	39	39	18	15	10

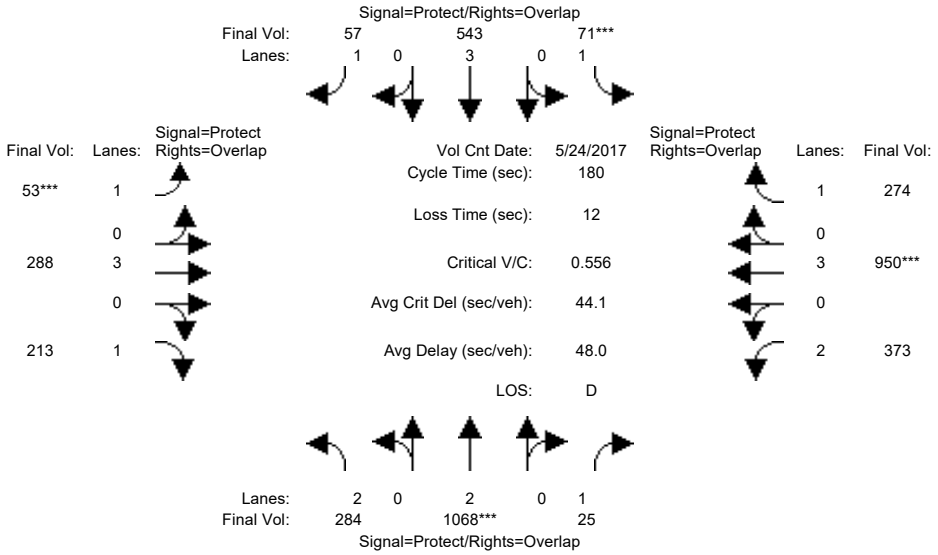
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1068	25	71	543	57	53	288	213	373	950	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1068	25	71	543	57	53	288	213	373	950	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1068	25	71	543	57	53	288	213	373	950	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1068	25	71	543	57	53	288	213	373	950	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.01	0.04	0.10	0.03	0.03	0.05	0.12	0.12	0.17	0.16
Crit Moves:		****			****			****			****	
Green Time:	50.7	91.1	134.5	13.1	53.5	63.3	9.8	20.4	71.0	43.4	54.0	67.1
Volume/Cap:	0.32	0.56	0.02	0.56	0.32	0.09	0.56	0.45	0.31	0.49	0.56	0.42
Delay/Veh:	51.3	30.9	5.8	85.9	49.2	39.1	90.0	75.0	37.8	59.3	53.3	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:	51.3	30.9	5.8	85.9	49.2	39.1	90.0	75.0	37.8	59.3	53.3	42.4
LOS by Move:	D-	C	A	F	D	D	F	E-	D+	E+	D-	D
HCM2k95thQ:	13	33	1	9	14	4	6	9	16	19	26	21

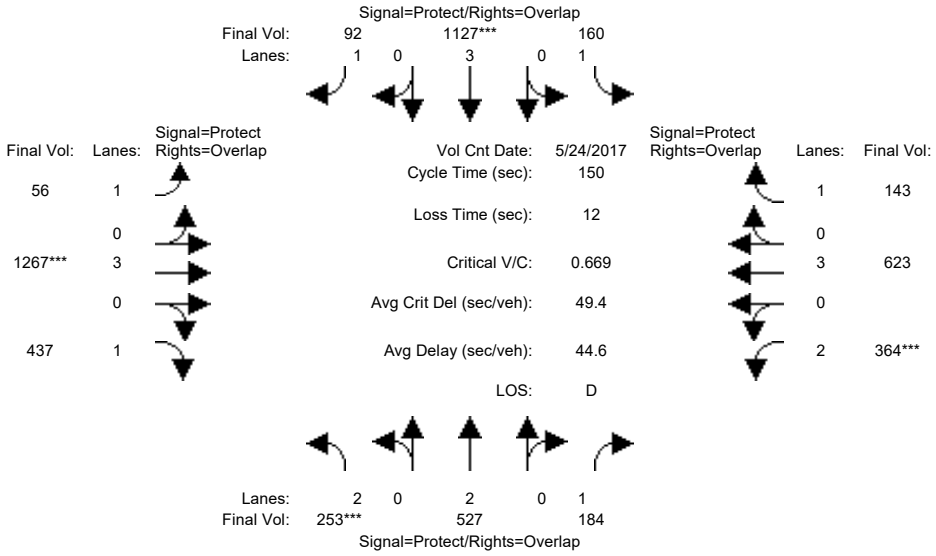
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



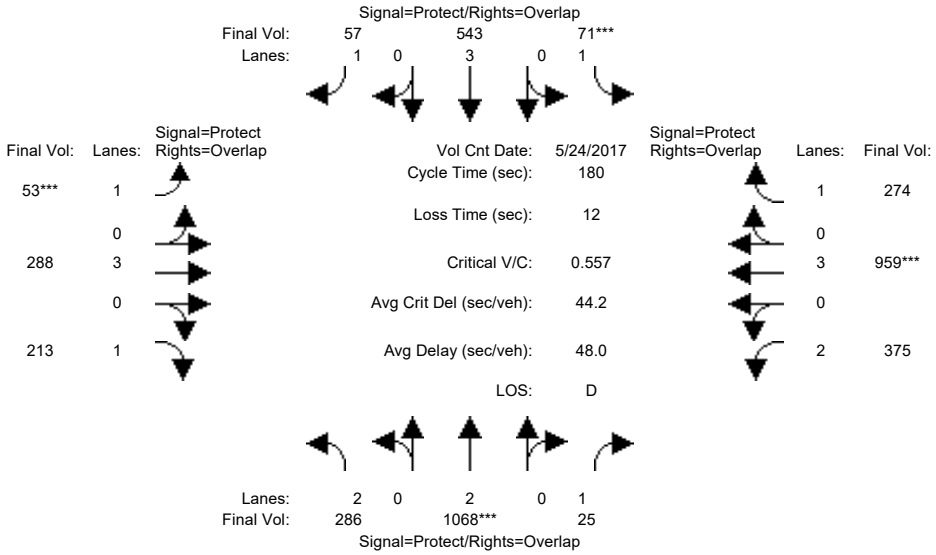
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	253	527	184	160	1127	92	56	1267	437	364	623	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	527	184	160	1127	92	56	1267	437	364	623	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	527	184	160	1127	92	56	1267	437	364	623	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	527	184	160	1127	92	56	1267	437	364	623	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	527	184	160	1127	92	56	1267	437	364	623	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	527	184	160	1127	92	56	1267	437	364	623	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.11	0.09	0.20	0.05	0.03	0.22	0.25	0.12	0.11	0.08
Crit Moves:	****				****			****			****	
Green Time:	18.0	37.5	63.4	24.8	44.3	67.0	22.7	49.8	67.8	25.9	53.0	77.8
Volume/Cap:	0.67	0.55	0.25	0.55	0.67	0.12	0.21	0.67	0.55	0.67	0.31	0.16
Uniform Del:	63.2	48.9	27.9	57.6	46.4	24.3	55.8	43.0	30.0	58.1	35.2	18.9
IncremntDel:	4.6	0.7	0.2	2.3	1.1	0.1	0.4	0.9	0.8	3.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.7	49.7	28.1	59.9	47.5	24.3	56.2	44.0	30.9	61.3	35.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	49.7	28.1	59.9	47.5	24.3	56.2	44.0	30.9	61.3	35.3	19.0
LOS by Move:	E	D	C	E+	D	C	E+	D	C	E	D+	B-
HCM2k95thQ:	13	19	11	15	27	5	5	28	27	19	13	7

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



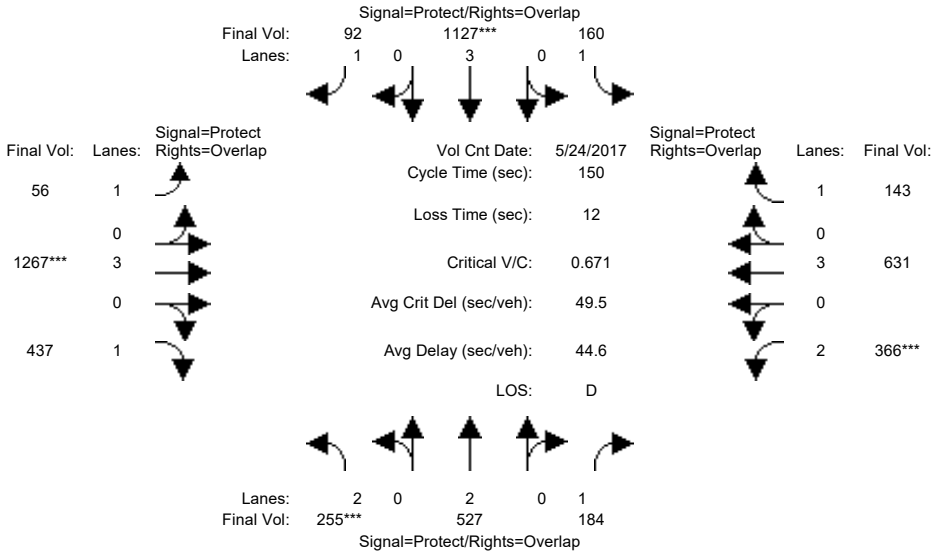
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1068	25	71	543	57	53	288	213	373	950	274
Added Vol:	2	0	0	0	0	0	0	0	0	2	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1068	25	71	543	57	53	288	213	375	959	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1068	25	71	543	57	53	288	213	375	959	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1068	25	71	543	57	53	288	213	375	959	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1068	25	71	543	57	53	288	213	375	959	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.01	0.04	0.10	0.03	0.03	0.05	0.12	0.12	0.17	0.16
Crit Moves:		****		****			****				****	
Green Time:	50.7	90.8	134.5	13.1	53.2	63.0	9.8	20.4	71.1	43.7	54.3	67.4
Volume/Cap:	0.32	0.56	0.02	0.56	0.32	0.09	0.56	0.45	0.31	0.49	0.56	0.42
Uniform Del:	51.1	30.8	5.8	80.6	49.4	39.3	83.0	74.5	37.5	58.6	52.7	41.7
IncremntDel:	0.2	0.4	0.0	5.4	0.1	0.1	7.2	0.5	0.3	0.5	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.3	31.1	5.8	86.0	49.5	39.4	90.2	75.0	37.8	59.1	53.1	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	31.1	5.8	86.0	49.5	39.4	90.2	75.0	37.8	59.1	53.1	42.2
LOS by Move:	D-	C	A	F	D	D	F	E-	D+	E+	D-	D
HCM2k95thQ:	14	33	1	9	14	4	6	9	16	20	26	21

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	253	527	184	160	1127	92	56	1267	437	364	623	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	527	184	160	1127	92	56	1267	437	364	623	143
Added Vol:	2	0	0	0	0	0	0	0	0	2	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	527	184	160	1127	92	56	1267	437	366	631	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	527	184	160	1127	92	56	1267	437	366	631	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	527	184	160	1127	92	56	1267	437	366	631	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	527	184	160	1127	92	56	1267	437	366	631	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.11	0.09	0.20	0.05	0.03	0.22	0.25	0.12	0.11	0.08
Crit Moves:	****				****			****		****		
Green Time:	18.1	37.6	63.5	24.8	44.2	66.7	22.4	49.7	67.8	26.0	53.2	78.0
Volume/Cap:	0.67	0.55	0.25	0.55	0.67	0.12	0.21	0.67	0.55	0.67	0.31	0.16
Delay/Veh:	67.7	49.6	28.0	59.9	47.6	24.5	56.4	44.1	30.9	61.3	35.2	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	49.6	28.0	59.9	47.6	24.5	56.4	44.1	30.9	61.3	35.2	18.9
LOS by Move:	E	D	C	E+	D	C	E+	D	C	E	D+	B-
HCM2k95thQ:	13	19	11	15	27	5	5	28	27	19	13	7

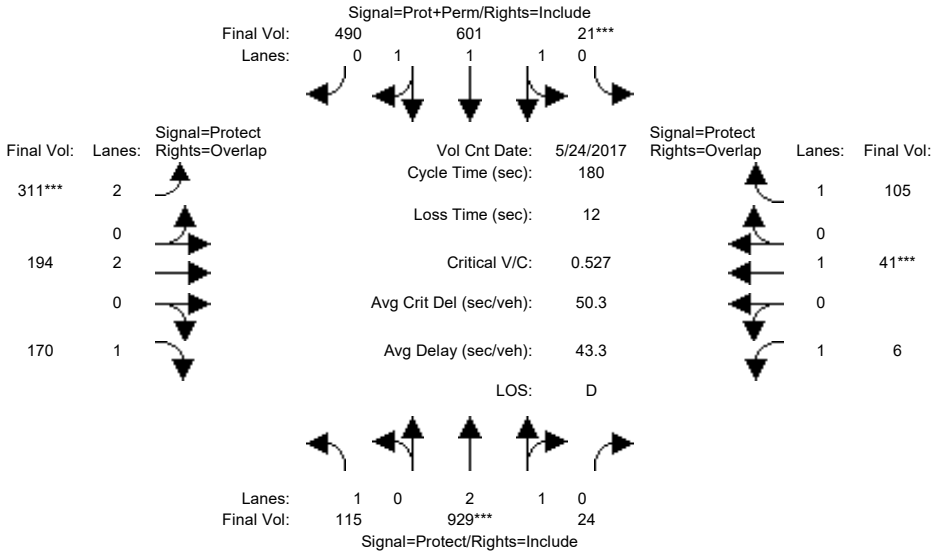
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	115	929	24	21	601	490	311	194	170	6	41	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	929	24	21	601	490	311	194	170	6	41	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	929	24	21	601	490	311	194	170	6	41	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	929	24	21	601	490	311	194	170	6	41	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	929	24	21	601	490	311	194	170	6	41	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	929	24	21	601	490	311	194	170	6	41	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5459	141	126	3593	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.00	0.17	0.27	0.10	0.05	0.10	0.00	0.02	0.06
Crit Moves:		****			****			****			****	
Green Time:	23.8	61.6	61.6	60.6	98.5	98.5	35.8	26.9	50.7	18.8	10.0	70.6
Volume/Cap:	0.50	0.50	0.50	0.50	0.31	0.50	0.50	0.34	0.34	0.03	0.39	0.15
Delay/Veh:	74.3	47.1	47.1	47.7	22.2	25.5	64.7	69.0	51.9	72.5	84.4	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	47.1	47.1	47.7	22.2	25.5	64.7	69.0	51.9	72.5	84.4	35.5
LOS by Move:	E	D	D	D	C+	C	E	E	D-	E	F	D+
HCM2k95thQ:	13	25	25	24	17	30	16	9	15	1	5	8

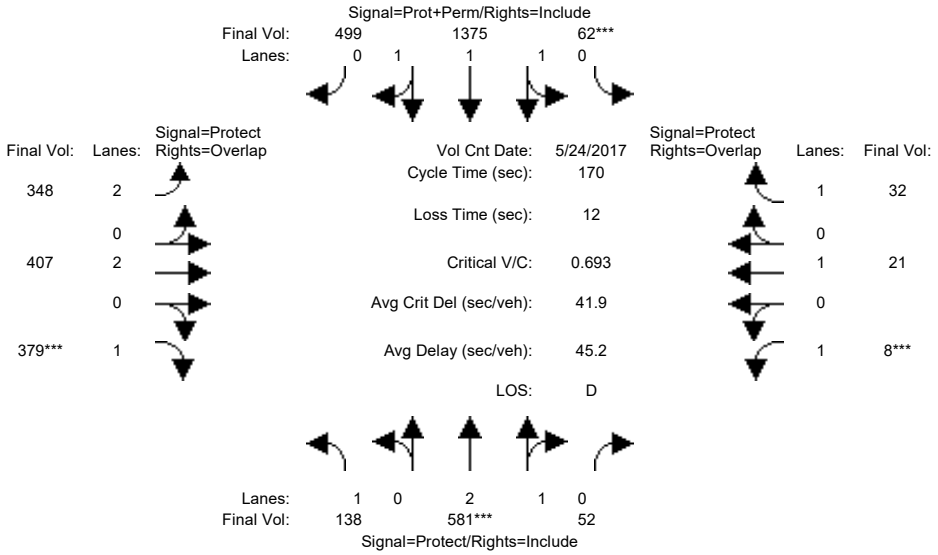
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



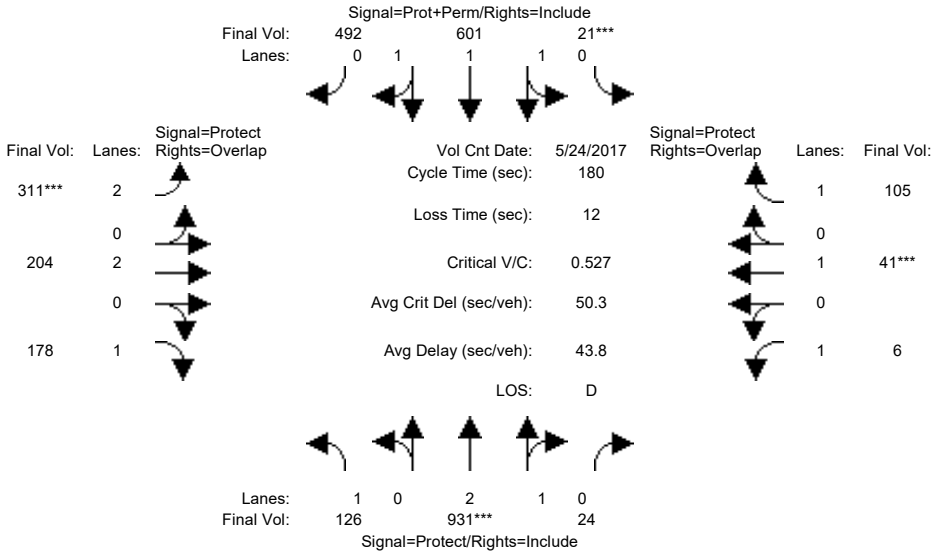
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	138	581	52	62	1375	499	348	407	379	8	21	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	581	52	62	1375	499	348	407	379	8	21	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	581	52	62	1375	499	348	407	379	8	21	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	581	52	62	1375	499	348	407	379	8	21	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	581	52	62	1375	499	348	407	379	8	21	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	581	52	62	1375	499	348	407	379	8	21	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.74	0.26	0.10	2.11	0.79	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5139	460	176	3906	1417	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.00	0.35	0.35	0.11	0.11	0.22	0.00	0.01	0.02
Crit Moves:		****		****					****	****		
Green Time:	21.3	28.3	28.3	88.2	95.2	95.2	27.1	34.5	55.8	7.0	14.4	102.6
Volume/Cap:	0.63	0.68	0.68	0.68	0.63	0.63	0.69	0.53	0.66	0.11	0.13	0.03
Uniform Del:	70.6	66.6	66.6	30.4	25.4	25.4	67.5	60.5	48.9	78.5	72.0	13.6
IncremntDel:	5.7	2.0	2.0	0.7	0.4	0.4	4.2	0.7	2.8	0.7	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.3	68.6	68.6	31.1	25.8	25.8	71.7	61.2	51.8	79.2	72.4	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	68.6	68.6	31.1	25.8	25.8	71.7	61.2	51.8	79.2	72.4	13.6
LOS by Move:	E-	E	E	C	C	C	E	E	D-	E-	E	B
HCM2k95thQ:	15	21	21	41	38	38	18	17	30	1	2	1

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



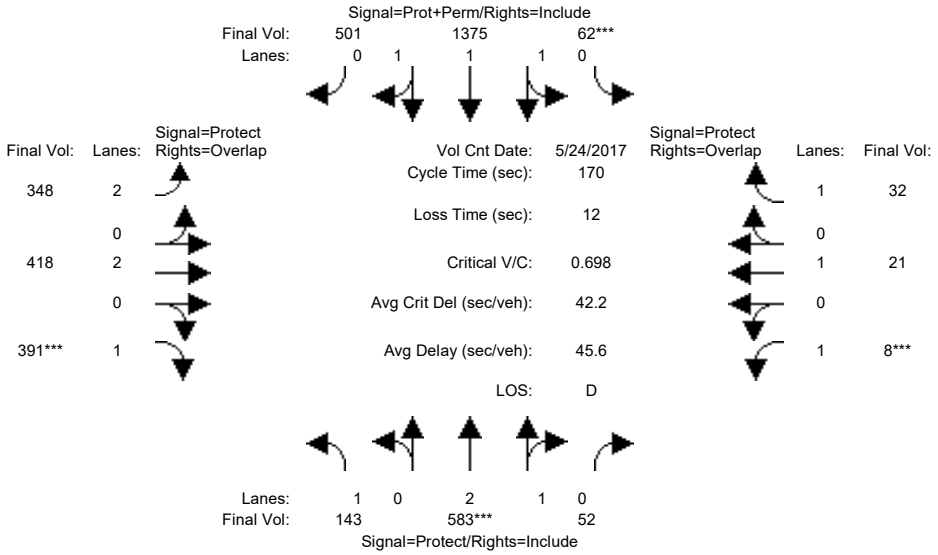
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	115	929	24	21	601	490	311	194	170	6	41	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	929	24	21	601	490	311	194	170	6	41	105
Added Vol:	11	2	0	0	0	2	0	10	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	-3	0	0	0
Initial Fut:	126	931	24	21	601	492	311	204	178	6	41	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	931	24	21	601	492	311	204	178	6	41	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	931	24	21	601	492	311	204	178	6	41	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	931	24	21	601	492	311	204	178	6	41	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5459	141	126	3594	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.00	0.17	0.27	0.10	0.05	0.10	0.00	0.02	0.06
Crit Moves:		****			****			****			****	
Green Time:	25.5	61.7	61.7	60.5	96.8	96.8	35.7	26.9	52.4	18.8	10.0	70.5
Volume/Cap:	0.51	0.50	0.50	0.50	0.31	0.51	0.50	0.36	0.35	0.03	0.39	0.15
Uniform Del:	71.5	46.8	46.8	47.6	23.1	26.5	64.1	68.8	50.4	72.4	82.0	35.4
IncremntDel:	1.7	0.2	0.2	0.2	0.0	0.2	0.6	0.4	0.4	0.1	2.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.2	47.0	47.0	47.8	23.2	26.7	64.8	69.2	50.8	72.5	84.4	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	47.0	47.0	47.8	23.2	26.7	64.8	69.2	50.8	72.5	84.4	35.5
LOS by Move:	E	D	D	D	C	C	E	E	D	E	F	D+
HCM2k95thQ:	14	25	25	24	17	30	16	9	15	1	5	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	138	581	52	62	1375	499	348	407	379	8	21	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	581	52	62	1375	499	348	407	379	8	21	32
Added Vol:	9	2	0	0	0	2	0	11	12	0	0	0
PasserByVol:	-4	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	583	52	62	1375	501	348	418	391	8	21	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	583	52	62	1375	501	348	418	391	8	21	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	583	52	62	1375	501	348	418	391	8	21	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	583	52	62	1375	501	348	418	391	8	21	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.75	0.25	0.10	2.11	0.79	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5141	459	176	3902	1422	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.00	0.35	0.35	0.11	0.11	0.22	0.00	0.01	0.02
Crit Moves:		****		****					****	****		
Green Time:	21.8	28.2	28.2	87.6	94.0	94.0	27.6	35.2	57.0	7.0	14.7	102.3
Volume/Cap:	0.64	0.68	0.68	0.68	0.64	0.64	0.68	0.53	0.67	0.11	0.13	0.03
Delay/Veh:	76.3	68.8	68.8	31.5	26.7	26.7	70.8	60.7	51.3	79.2	72.1	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	68.8	68.8	31.5	26.7	26.7	70.8	60.7	51.3	79.2	72.1	13.8
LOS by Move:	E-	E	E	C	C	C	E	E	D-	E-	E	B
HCM2k95thQ:	16	21	21	41	38	38	18	17	31	1	2	1

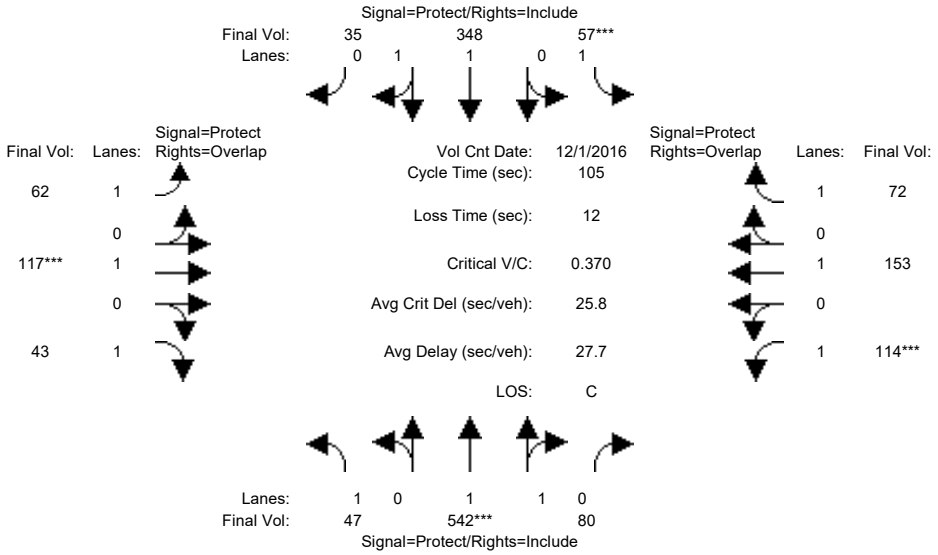
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	47	542	80	57	348	35	62	117	43	114	153	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	542	80	57	348	35	62	117	43	114	153	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	542	80	57	348	35	62	117	43	114	153	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	542	80	57	348	35	62	117	43	114	153	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	542	80	57	348	35	62	117	43	114	153	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	542	80	57	348	35	62	117	43	114	153	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3224	476	1750	3362	338	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.10	0.10	0.04	0.06	0.02	0.07	0.08	0.04
Crit Moves:		****			****			****			****	
Green Time:	22.3	47.8	47.8	9.3	34.7	34.7	14.8	17.5	39.8	18.5	21.2	30.4
Volume/Cap:	0.13	0.37	0.37	0.37	0.31	0.31	0.25	0.37	0.06	0.37	0.40	0.14
Uniform Del:	33.4	18.8	18.8	45.1	26.3	26.3	40.1	38.9	20.7	38.1	36.4	27.6
IncremntDel:	0.2	0.1	0.1	1.5	0.1	0.1	0.5	0.7	0.0	0.8	0.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	18.9	18.9	46.6	26.4	26.4	40.7	39.6	20.8	38.9	37.1	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	18.9	18.9	46.6	26.4	26.4	40.7	39.6	20.8	38.9	37.1	27.7
LOS by Move:	C-	B-	B-	D	C	C	D	D	C+	D+	D+	C
HCM2k95thQ:	3	12	12	5	9	9	4	7	2	7	8	4

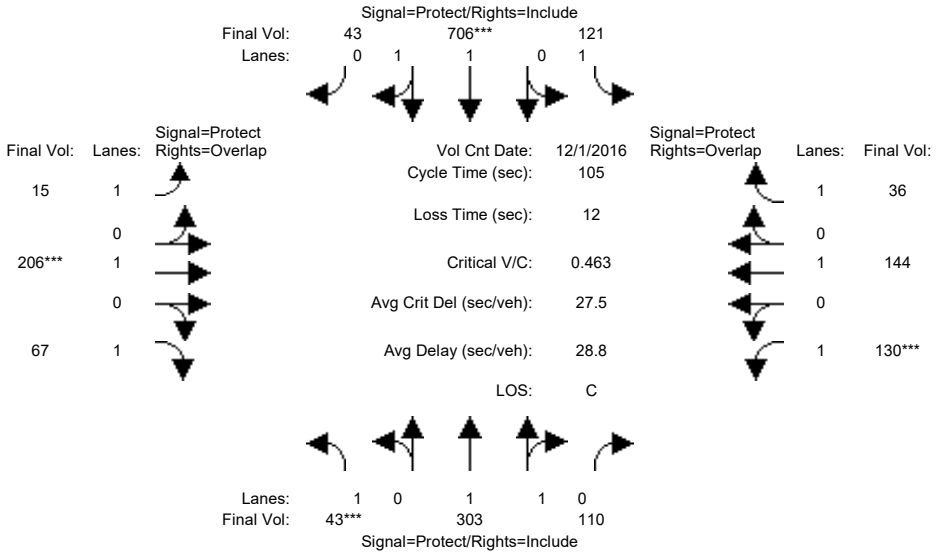
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



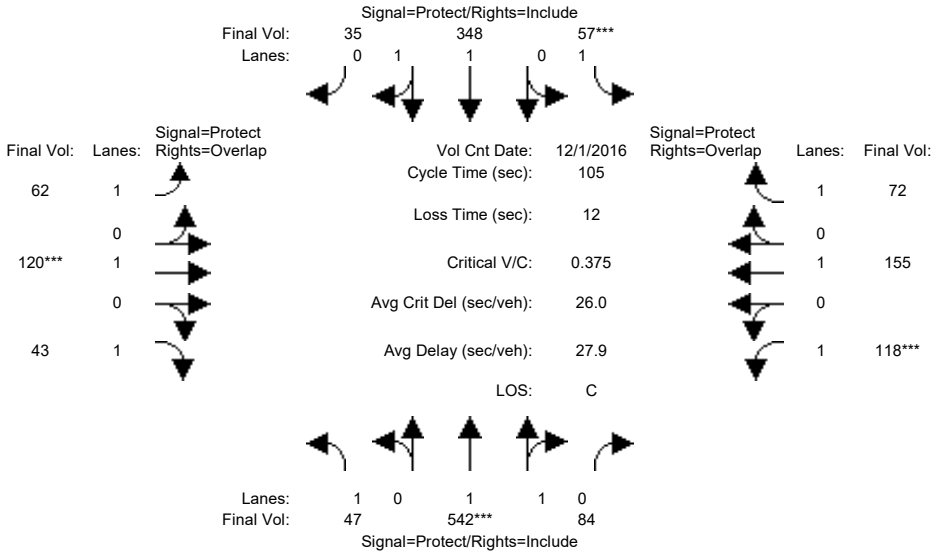
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	43	303	110	121	706	43	15	206	67	130	144	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	303	110	121	706	43	15	206	67	130	144	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	303	110	121	706	43	15	206	67	130	144	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	303	110	121	706	43	15	206	67	130	144	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	303	110	121	706	43	15	206	67	130	144	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	303	110	121	706	43	15	206	67	130	144	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2714	985	1750	3487	212	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.07	0.20	0.20	0.01	0.11	0.04	0.07	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.2	32.2	20.0	45.2	45.2	16.8	24.2	31.2	16.6	24.0	44.0
Volume/Cap:	0.37	0.36	0.36	0.36	0.47	0.47	0.05	0.47	0.13	0.47	0.33	0.05
Uniform Del:	46.9	28.4	28.4	37.0	21.3	21.3	37.4	34.9	27.0	40.2	33.8	18.1
IncremntDel:	2.0	0.2	0.2	0.7	0.2	0.2	0.1	0.8	0.1	1.3	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.9	28.6	28.6	37.7	21.6	21.6	37.4	35.7	27.1	41.5	34.3	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	28.6	28.6	37.7	21.6	21.6	37.4	35.7	27.1	41.5	34.3	18.1
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	C	D	C-	B-
HCM2k95thQ:	3	10	10	8	17	17	1	12	3	8	7	1

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



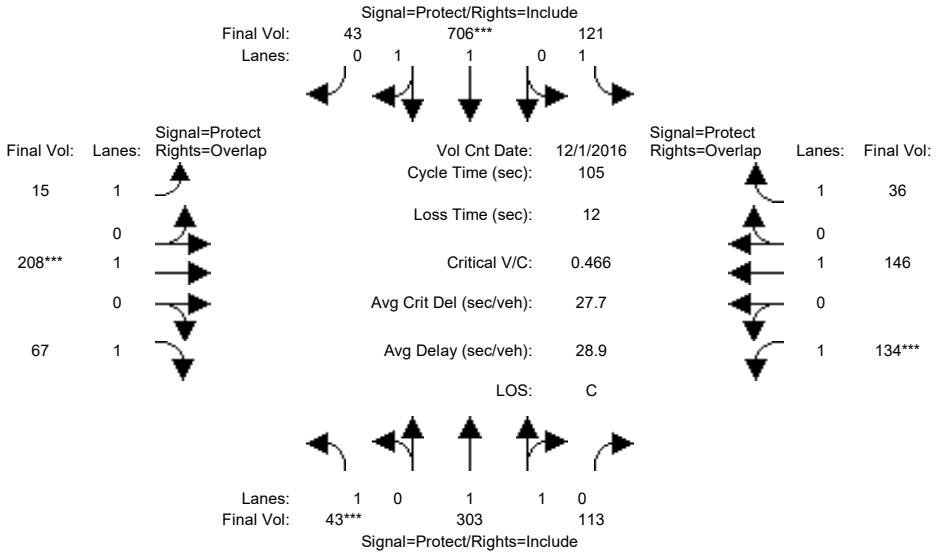
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	47	542	80	57	348	35	62	117	43	114	153	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	542	80	57	348	35	62	117	43	114	153	72
Added Vol:	0	0	4	0	0	0	0	3	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	542	84	57	348	35	62	120	43	118	155	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	542	84	57	348	35	62	120	43	118	155	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	542	84	57	348	35	62	120	43	118	155	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	542	84	57	348	35	62	120	43	118	155	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3203	496	1750	3362	338	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.10	0.10	0.04	0.06	0.02	0.07	0.08	0.04
Crit Moves:		****			****			****			****	
Green Time:	22.1	47.3	47.3	9.1	34.3	34.3	15.0	17.7	39.8	18.9	21.5	30.6
Volume/Cap:	0.13	0.38	0.38	0.38	0.32	0.32	0.25	0.38	0.06	0.38	0.40	0.14
Uniform Del:	33.6	19.1	19.1	45.3	26.5	26.5	39.9	38.8	20.8	37.9	36.2	27.5
IncremntDel:	0.2	0.1	0.1	1.6	0.2	0.2	0.5	0.7	0.0	0.8	0.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.8	19.2	19.2	46.8	26.7	26.7	40.5	39.5	20.8	38.6	36.8	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	19.2	19.2	46.8	26.7	26.7	40.5	39.5	20.8	38.6	36.8	27.6
LOS by Move:	C-	B-	B-	D	C	C	D	D	C+	D+	D+	C
HCM2k95thQ:	3	13	13	5	9	9	4	7	2	7	8	4

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1: Mary Avenue / Remington Drive



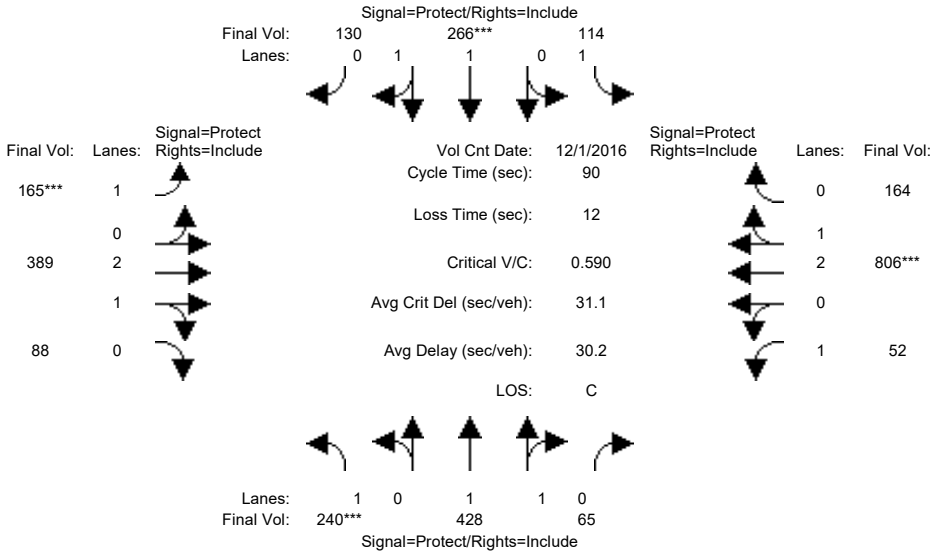
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	43	303	110	121	706	43	15	206	67	130	144	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	303	110	121	706	43	15	206	67	130	144	36
Added Vol:	0	0	3	0	0	0	0	2	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	303	113	121	706	43	15	208	67	134	146	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	303	113	121	706	43	15	208	67	134	146	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	303	113	121	706	43	15	208	67	134	146	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	303	113	121	706	43	15	208	67	134	146	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2694	1005	1750	3487	212	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.07	0.20	0.20	0.01	0.11	0.04	0.08	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.1	32.1	19.7	44.8	44.8	17.0	24.2	31.2	17.0	24.2	44.0
Volume/Cap:	0.37	0.37	0.37	0.37	0.47	0.47	0.05	0.47	0.13	0.47	0.33	0.05
Uniform Del:	46.9	28.5	28.5	37.2	21.6	21.6	37.2	34.9	26.9	40.0	33.7	18.1
IncremntDel:	2.0	0.2	0.2	0.7	0.2	0.2	0.1	0.8	0.1	1.3	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.9	28.7	28.7	37.9	21.9	21.9	37.3	35.7	27.1	41.2	34.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	28.7	28.7	37.9	21.9	21.9	37.3	35.7	27.1	41.2	34.1	18.1
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	C	D	C-	B-
HCM2k95thQ:	3	10	10	8	17	17	1	12	3	8	7	1

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



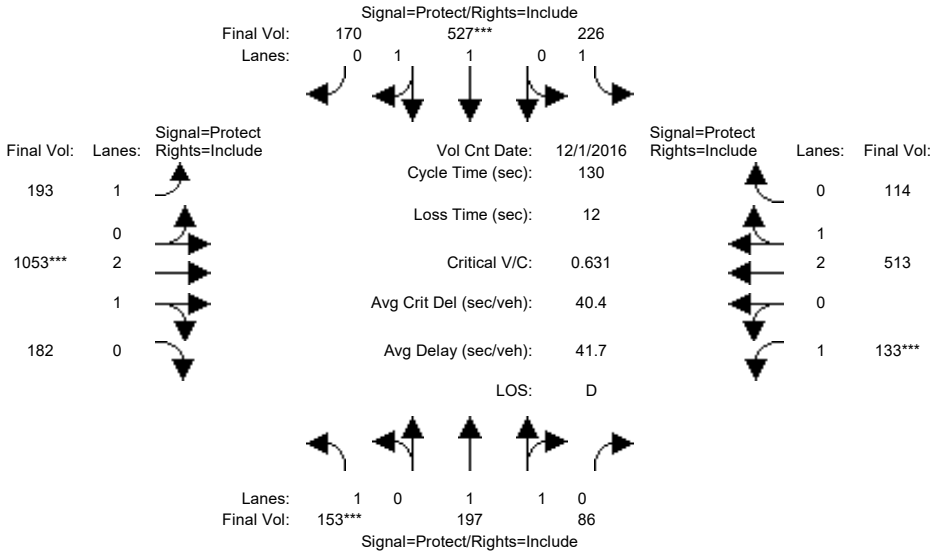
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	240	428	65	114	266	130	165	357	88	52	795	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	428	65	114	266	130	165	357	88	52	795	164
Added Vol:	0	0	0	0	0	0	0	32	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	428	65	114	266	130	165	389	88	52	806	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	428	65	114	266	130	165	389	88	52	806	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	428	65	114	266	130	165	389	88	52	806	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	428	65	114	266	130	165	389	88	52	806	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.33	0.67	1.00	2.43	0.57	1.00	2.47	0.53
Final Sat.:	1750	3212	488	1750	2484	1214	1750	4566	1033	1750	4652	947
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.07	0.11	0.11	0.09	0.09	0.09	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	20.9	23.5	23.5	13.7	16.3	16.3	14.4	24.0	24.0	16.8	26.4	26.4
Volume/Cap:	0.59	0.51	0.51	0.43	0.59	0.59	0.59	0.32	0.32	0.16	0.59	0.59
Uniform Del:	30.7	28.3	28.3	34.6	33.8	33.8	35.1	26.5	26.5	30.7	27.2	27.2
IncremntDel:	2.3	0.5	0.5	1.1	1.4	1.4	3.3	0.1	0.1	0.2	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.0	28.8	28.8	35.7	35.2	35.2	38.4	26.6	26.6	30.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	28.8	28.8	35.7	35.2	35.2	38.4	26.6	26.6	30.9	27.7	27.7
LOS by Move:	C-	C	C	D+	D+	D+	D+	C	C	C	C	C
HCM2k95thQ:	14	12	12	6	10	10	11	7	7	3	14	14

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



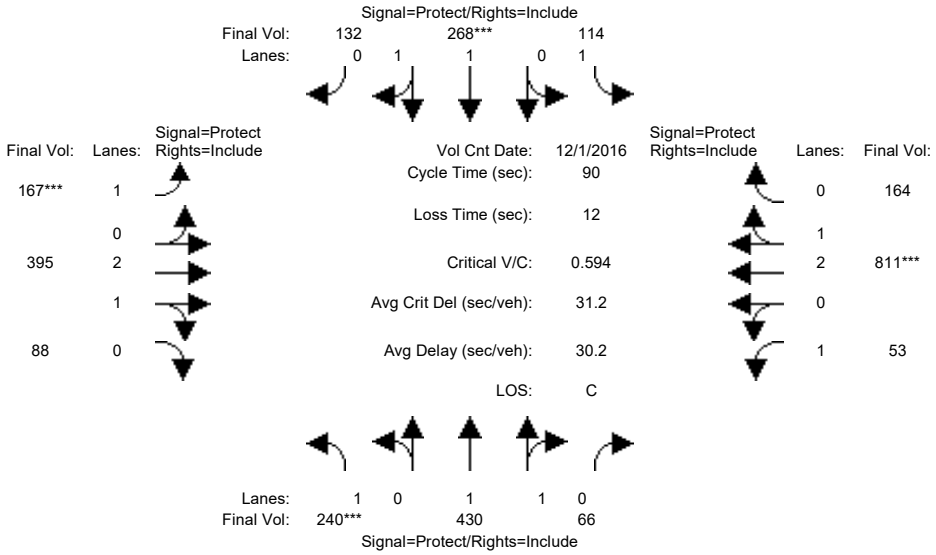
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	153	197	86	226	527	170	193	1033	182	133	487	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	197	86	226	527	170	193	1033	182	133	487	114
Added Vol:	0	0	0	0	0	0	0	20	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	197	86	226	527	170	193	1053	182	133	513	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	197	86	226	527	170	193	1053	182	133	513	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	197	86	226	527	170	193	1053	182	133	513	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	197	86	226	527	170	193	1053	182	133	513	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.38	0.62	1.00	1.50	0.50	1.00	2.54	0.46	1.00	2.43	0.57
Final Sat.:	1750	2575	1124	1750	2797	902	1750	4774	825	1750	4580	1018
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.13	0.19	0.19	0.11	0.22	0.22	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	18.0	21.2	21.2	35.6	38.8	38.8	30.3	45.5	45.5	15.7	30.8	30.8
Volume/Cap:	0.63	0.47	0.47	0.47	0.63	0.63	0.47	0.63	0.63	0.63	0.47	0.47
Uniform Del:	52.8	49.3	49.3	39.3	39.4	39.4	42.9	35.3	35.3	54.4	42.6	42.6
IncremntDel:	5.3	0.6	0.6	0.7	1.2	1.2	0.9	0.7	0.7	6.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.1	49.9	49.9	40.1	40.6	40.6	43.8	35.9	35.9	60.4	42.9	42.9
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:	58.1	49.9	49.9	40.1	40.6	40.6	43.8	35.9	35.9	60.4	42.9	42.9
LOS by Move:	E+	D	D	D	D	D	D	D+	D+	E	D	D
HCM2k95thQ:	14	11	11	15	22	22	14	25	25	11	13	13

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



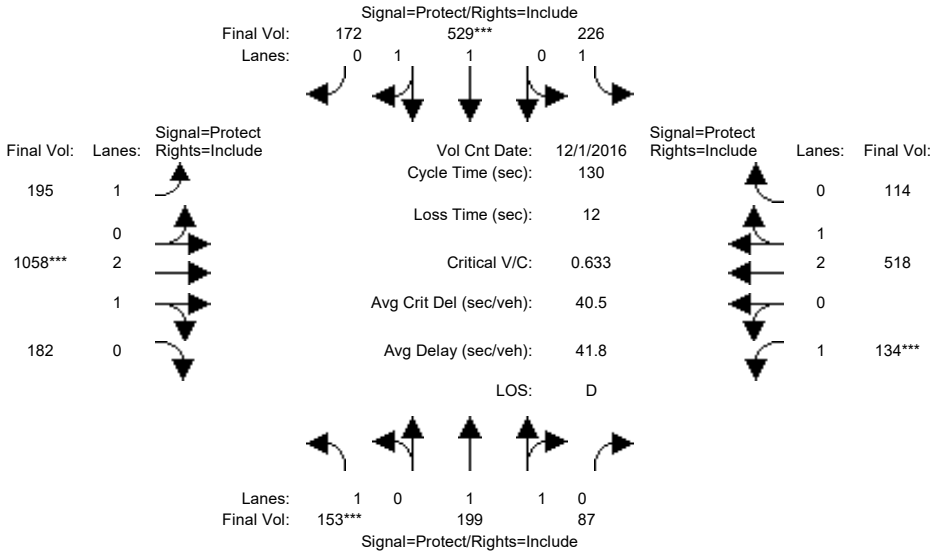
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	240	428	65	114	266	130	165	357	88	52	795	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	428	65	114	266	130	165	357	88	52	795	164
Added Vol:	0	2	1	0	2	2	2	38	0	1	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	430	66	114	268	132	167	395	88	53	811	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	430	66	114	268	132	167	395	88	53	811	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	430	66	114	268	132	167	395	88	53	811	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	430	66	114	268	132	167	395	88	53	811	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.32	0.68	1.00	2.43	0.57	1.00	2.48	0.52
Final Sat.:	1750	3207	492	1750	2478	1221	1750	4578	1020	1750	4657	942
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.07	0.11	0.11	0.10	0.09	0.09	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	20.8	23.5	23.5	13.6	16.4	16.4	14.5	24.0	24.0	16.8	26.4	26.4
Volume/Cap:	0.59	0.51	0.51	0.43	0.59	0.59	0.59	0.32	0.32	0.16	0.59	0.59
Uniform Del:	30.9	28.4	28.4	34.6	33.8	33.8	35.0	26.5	26.5	30.7	27.2	27.2
IncremntDel:	2.4	0.5	0.5	1.1	1.4	1.4	3.4	0.1	0.1	0.2	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.2	28.8	28.8	35.8	35.2	35.2	38.5	26.6	26.6	30.9	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	28.8	28.8	35.8	35.2	35.2	38.5	26.6	26.6	30.9	27.8	27.8
LOS by Move:	C-	C	C	D+	D+	D+	D+	C	C	C	C	C
HCM2k95thQ:	14	12	12	6	10	10	11	7	7	3	15	15

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #2: Mary Avenue / Fremont Avenue



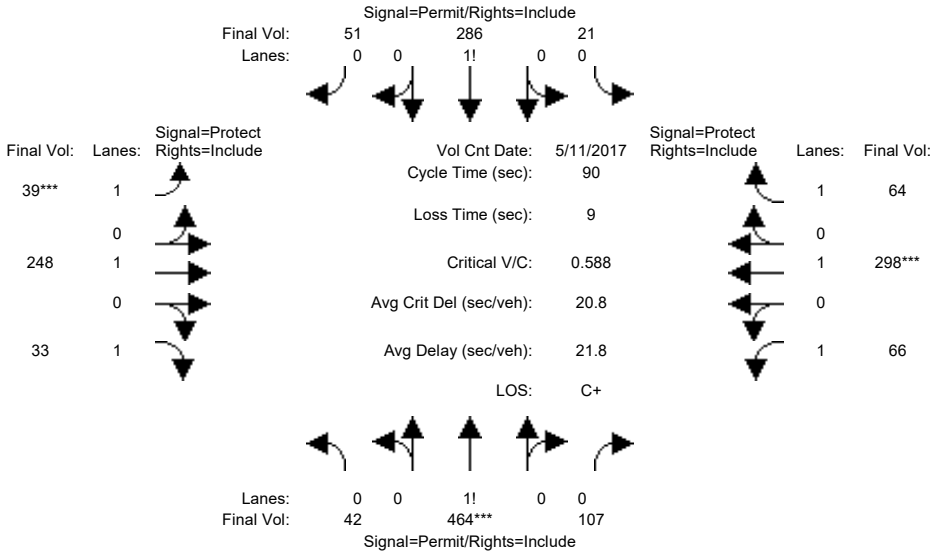
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	153	197	86	226	527	170	193	1033	182	133	487	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	197	86	226	527	170	193	1033	182	133	487	114
Added Vol:	0	2	1	0	2	2	2	25	0	1	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	199	87	226	529	172	195	1058	182	134	518	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	199	87	226	529	172	195	1058	182	134	518	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	199	87	226	529	172	195	1058	182	134	518	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	199	87	226	529	172	195	1058	182	134	518	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.37	0.63	1.00	1.50	0.50	1.00	2.54	0.46	1.00	2.44	0.56
Final Sat.:	1750	2574	1125	1750	2791	908	1750	4777	822	1750	4589	1010
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.13	0.19	0.19	0.11	0.22	0.22	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	17.9	21.3	21.3	35.5	38.9	38.9	30.4	45.5	45.5	15.7	30.8	30.8
Volume/Cap:	0.63	0.47	0.47	0.47	0.63	0.63	0.48	0.63	0.63	0.63	0.48	0.48
Uniform Del:	52.9	49.3	49.3	39.4	39.4	39.4	43.0	35.3	35.3	54.4	42.7	42.7
IncremntDel:	5.4	0.6	0.6	0.7	1.2	1.2	0.9	0.7	0.7	6.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	49.9	49.9	40.1	40.6	40.6	43.8	36.0	36.0	60.5	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	49.9	49.9	40.1	40.6	40.6	43.8	36.0	36.0	60.5	43.0	43.0
LOS by Move:	E+	D	D	D	D	D	D	D+	D+	E	D	D
HCM2k95thQ:	14	11	11	15	22	22	14	25	25	11	14	14

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



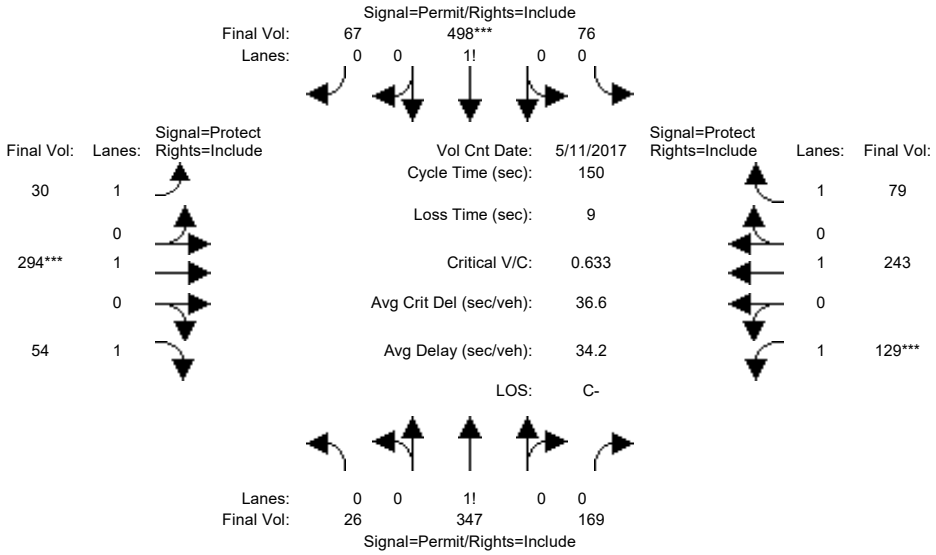
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	42	463	106	21	282	51	39	248	33	58	298	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	463	106	21	282	51	39	248	33	58	298	64
Added Vol:	0	1	1	0	4	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	464	107	21	286	51	39	248	33	66	298	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	464	107	21	286	51	39	248	33	66	298	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	464	107	21	286	51	39	248	33	66	298	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	464	107	21	286	51	39	248	33	66	298	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.76	0.17	0.06	0.80	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	120	1325	305	103	1398	249	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.20	0.20	0.20	0.02	0.13	0.02	0.04	0.16	0.04
Crit Moves:		****					****				****	
Green Time:	51.1	51.1	51.1	51.1	51.1	51.1	7.0	18.7	18.7	11.2	22.9	22.9
Volume/Cap:	0.62	0.62	0.62	0.36	0.36	0.36	0.29	0.63	0.09	0.30	0.62	0.14
Uniform Del:	12.9	12.9	12.9	10.6	10.6	10.6	39.1	32.5	28.8	35.9	29.7	26.0
IncremntDel:	1.2	1.2	1.2	0.2	0.2	0.2	1.2	3.2	0.1	0.8	2.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.1	14.1	14.1	10.8	10.8	10.8	40.3	35.6	28.9	36.7	32.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	10.8	10.8	10.8	40.3	35.6	28.9	36.7	32.1	26.1
LOS by Move:	B	B	B	B+	B+	B+	D	D+	C	D+	C-	C
HCM2k95thQ:	23	23	23	11	11	11	2	12	2	3	13	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



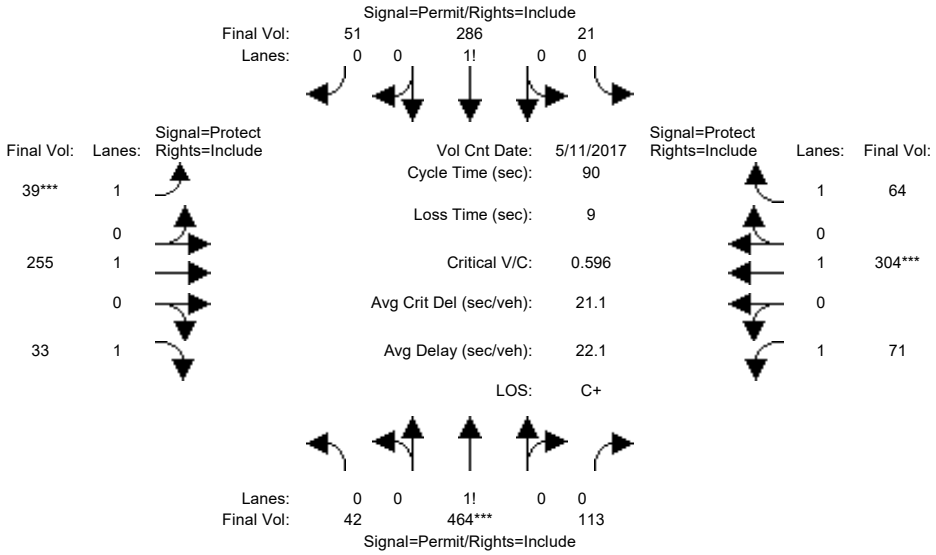
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	26	343	161	76	497	67	30	294	54	128	243	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	343	161	76	497	67	30	294	54	128	243	79
Added Vol:	0	4	8	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	347	169	76	498	67	30	294	54	129	243	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	347	169	76	498	67	30	294	54	129	243	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	347	169	76	498	67	30	294	54	129	243	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	347	169	76	498	67	30	294	54	129	243	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.64	0.31	0.12	0.78	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	84	1120	546	207	1360	183	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.37	0.37	0.37	0.02	0.15	0.03	0.07	0.13	0.05
Crit Moves:					****			****		****		
Green Time:	86.8	86.8	86.8	86.8	86.8	86.8	14.5	36.7	36.7	17.5	39.7	39.7
Volume/Cap:	0.53	0.53	0.53	0.63	0.63	0.63	0.18	0.63	0.13	0.63	0.48	0.17
Uniform Del:	19.3	19.3	19.3	21.0	21.0	21.0	62.3	50.6	44.2	63.2	46.5	42.5
IncremntDel:	0.6	0.6	0.6	1.3	1.3	1.3	0.5	2.8	0.1	6.3	0.7	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.8	19.8	19.8	22.3	22.3	22.3	62.8	53.5	44.3	69.5	47.3	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:	19.8	19.8	19.8	22.3	22.3	22.3	62.8	53.5	44.3	69.5	47.3	42.7
LOS by Move:	B-	B-	B-	C+	C+	C+	E	D-	D	E	D	D
HCM2k95thQ:	28	28	28	35	35	35	3	21	4	11	17	6

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



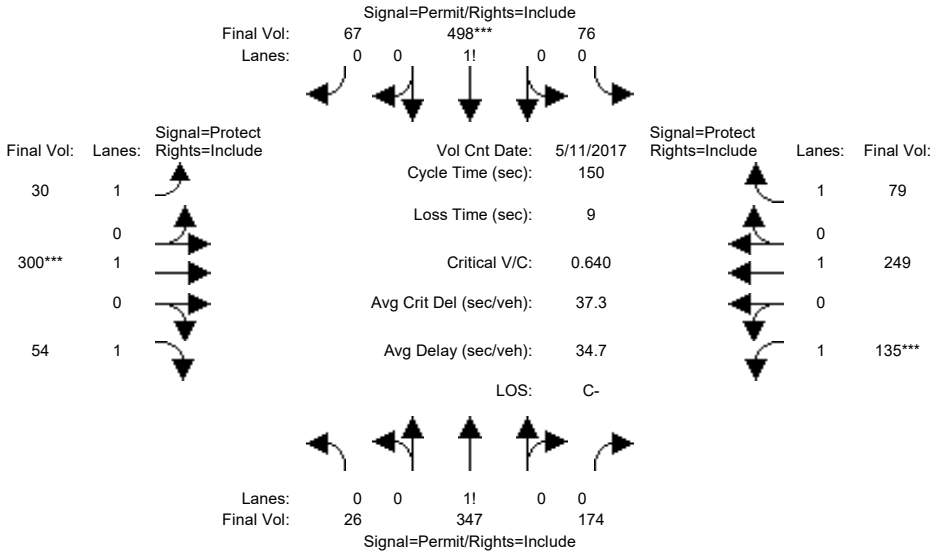
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	42	463	106	21	282	51	39	248	33	58	298	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	463	106	21	282	51	39	248	33	58	298	64
Added Vol:	0	1	7	0	4	0	0	7	0	13	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	464	113	21	286	51	39	255	33	71	304	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	464	113	21	286	51	39	255	33	71	304	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	464	113	21	286	51	39	255	33	71	304	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	464	113	21	286	51	39	255	33	71	304	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.75	0.18	0.06	0.80	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	119	1312	319	103	1398	249	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.20	0.20	0.20	0.02	0.13	0.02	0.04	0.16	0.04
Crit Moves:		****					****				****	
Green Time:	51.0	51.0	51.0	51.0	51.0	51.0	7.0	19.0	19.0	11.0	23.0	23.0
Volume/Cap:	0.62	0.62	0.62	0.36	0.36	0.36	0.29	0.63	0.09	0.33	0.62	0.14
Uniform Del:	13.1	13.1	13.1	10.6	10.6	10.6	39.1	32.3	28.5	36.1	29.6	25.8
IncremntDel:	1.3	1.3	1.3	0.2	0.2	0.2	1.2	3.3	0.1	0.9	2.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.4	14.4	14.4	10.9	10.9	10.9	40.3	35.7	28.6	37.0	32.2	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	14.4	10.9	10.9	10.9	40.3	35.7	28.6	37.0	32.2	26.0
LOS by Move:	B	B	B	B+	B+	B+	D	D+	C	D+	C-	C
HCM2k95thQ:	23	23	23	11	11	11	2	12	2	4	13	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #3: Hollenbeck Avenue / Remington Drive



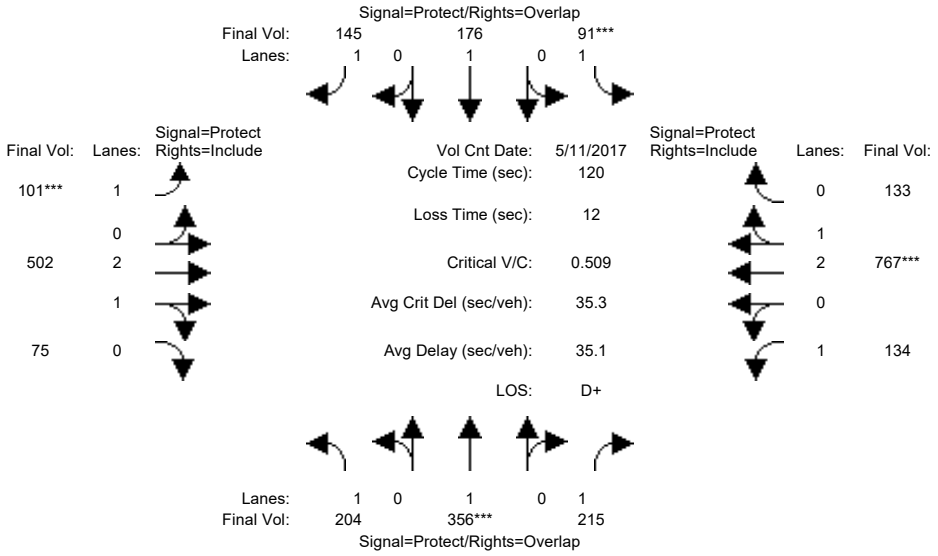
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	26	343	161	76	497	67	30	294	54	128	243	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	343	161	76	497	67	30	294	54	128	243	79
Added Vol:	0	4	13	0	1	0	0	6	0	7	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	347	174	76	498	67	30	300	54	135	249	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	347	174	76	498	67	30	300	54	135	249	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	347	174	76	498	67	30	300	54	135	249	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	347	174	76	498	67	30	300	54	135	249	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.63	0.32	0.12	0.78	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	83	1110	557	207	1360	183	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.37	0.37	0.37	0.02	0.16	0.03	0.08	0.13	0.05
Crit Moves:					****			****		****		
Green Time:	85.9	85.9	85.9	85.9	85.9	85.9	14.5	37.0	37.0	18.1	40.6	40.6
Volume/Cap:	0.55	0.55	0.55	0.64	0.64	0.64	0.18	0.64	0.13	0.64	0.48	0.17
Uniform Del:	19.9	19.9	19.9	21.6	21.6	21.6	62.3	50.5	43.9	62.9	45.9	41.7
IncremntDel:	0.6	0.6	0.6	1.4	1.4	1.4	0.5	3.0	0.1	6.5	0.7	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.6	20.6	20.6	23.0	23.0	23.0	62.8	53.5	44.0	69.3	46.6	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:	20.6	20.6	20.6	23.0	23.0	23.0	62.8	53.5	44.0	69.3	46.6	41.9
LOS by Move:	C+	C+	C+	C	C	C	E	D-	D	E	D	D
HCM2k95thQ:	29	29	29	36	36	36	3	22	4	12	17	6

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



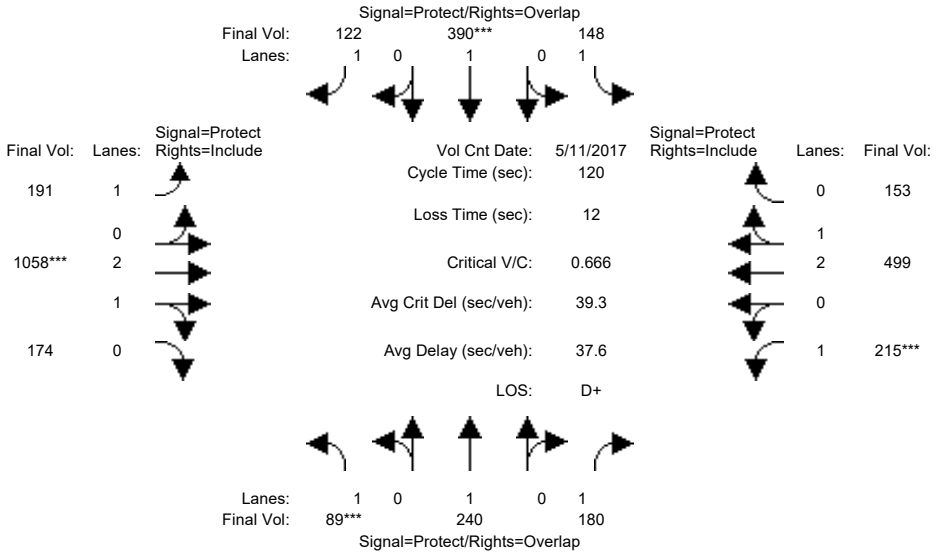
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	204	354	215	90	176	145	100	470	75	134	756	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	354	215	90	176	145	100	470	75	134	756	128
Added Vol:	0	2	0	1	0	0	1	32	0	0	11	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	356	215	91	176	145	101	502	75	134	767	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	356	215	91	176	145	101	502	75	134	767	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	356	215	91	176	145	101	502	75	134	767	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	356	215	91	176	145	101	502	75	134	767	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00	2.54	0.46
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4871	728	1750	4771	827
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.12	0.05	0.09	0.08	0.06	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	31.5	44.2	66.2	12.3	25.0	38.6	13.6	29.6	29.6	22.0	37.9	37.9
Volume/Cap:	0.44	0.51	0.22	0.51	0.44	0.26	0.51	0.42	0.42	0.42	0.51	0.51
Uniform Del:	37.0	29.5	13.8	51.0	41.4	30.1	50.0	38.0	38.0	43.4	33.4	33.4
IncremntDel:	0.7	0.6	0.1	2.4	0.8	0.2	2.2	0.2	0.2	0.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.7	30.1	13.9	53.4	42.2	30.3	52.2	38.2	38.2	44.2	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	30.1	13.9	53.4	42.2	30.3	52.2	38.2	38.2	44.2	33.7	33.7
LOS by Move:	D+	C	B	D-	D	C	D-	D+	D+	D	C-	C-
HCM2k95thQ:	13	19	8	8	11	8	7	11	11	9	16	16

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



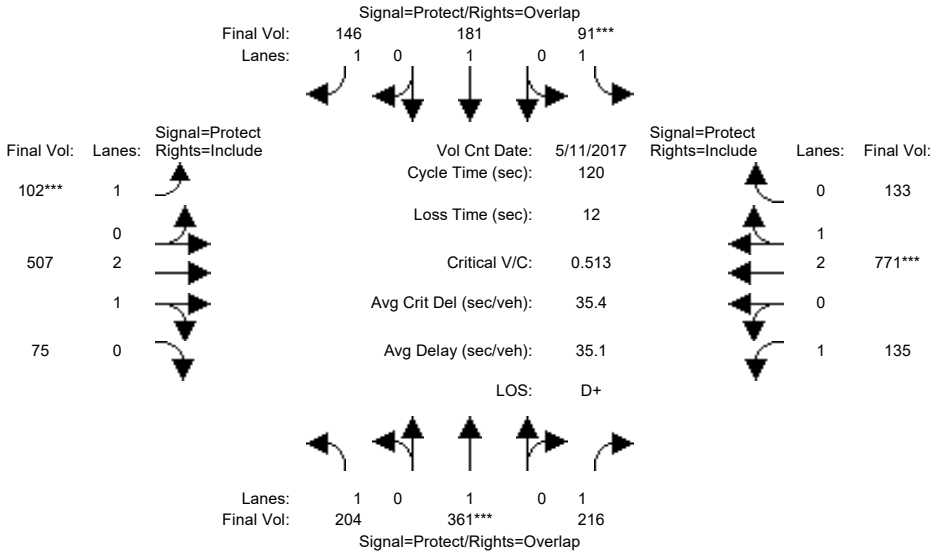
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	89	240	180	143	388	121	191	1038	174	215	474	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	240	180	143	388	121	191	1038	174	215	474	152
Added Vol:	0	0	0	5	2	1	0	20	0	0	25	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	240	180	148	390	122	191	1058	174	215	499	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	240	180	148	390	122	191	1058	174	215	499	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	240	180	148	390	122	191	1058	174	215	499	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:	89	240	180	148	390	122	191	1058	174	215	499	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.27	0.73
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4808	791	1750	4284	1314
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.10	0.08	0.21	0.07	0.11	0.22	0.22	0.12	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	9.2	27.7	49.8	18.5	37.0	66.9	29.9	39.7	39.7	22.2	31.9	31.9
Volume/Cap:	0.67	0.55	0.25	0.55	0.67	0.13	0.44	0.67	0.67	0.67	0.44	0.44
Uniform Del:	53.9	40.7	22.9	46.9	36.1	12.6	38.0	34.5	34.5	45.5	36.6	36.6
IncremntDel:	12.0	1.5	0.2	2.4	2.9	0.1	0.7	0.9	0.9	5.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	42.1	23.1	49.2	39.0	12.7	38.7	35.4	35.4	50.7	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	42.1	23.1	49.2	39.0	12.7	38.7	35.4	35.4	50.7	36.8	36.8
LOS by Move:	E	D	C	D	D	B	D+	D+	D+	D	D+	D+
HCM2k95thQ:	9	15	9	12	24	5	12	23	23	15	12	12

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



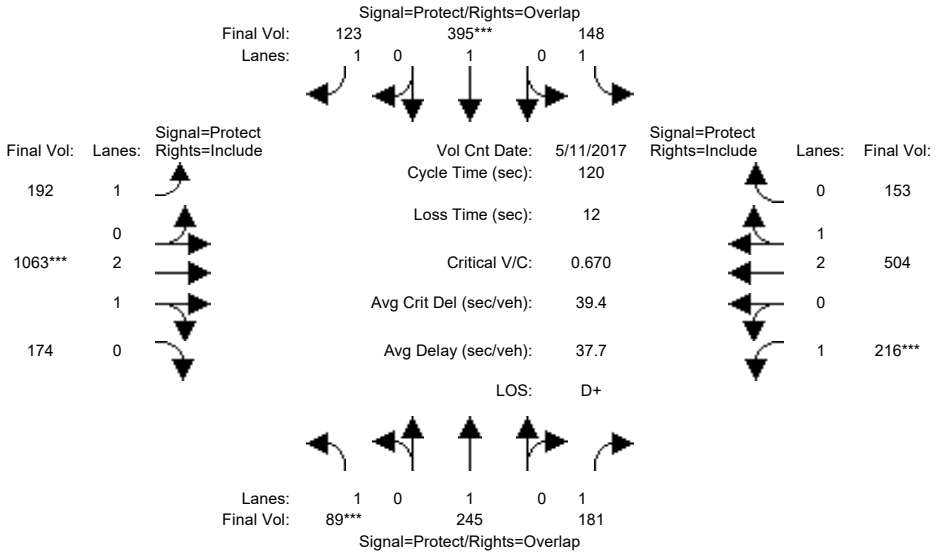
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	204	354	215	90	176	145	100	470	75	134	756	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	354	215	90	176	145	100	470	75	134	756	128
Added Vol:	0	7	1	1	5	1	2	37	0	1	15	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	361	216	91	181	146	102	507	75	135	771	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	361	216	91	181	146	102	507	75	135	771	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	361	216	91	181	146	102	507	75	135	771	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	361	216	91	181	146	102	507	75	135	771	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00	2.54	0.46
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4877	722	1750	4775	824
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.12	0.05	0.10	0.08	0.06	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	31.1	44.4	66.3	12.2	25.5	39.1	13.6	29.5	29.5	21.9	37.8	37.8
Volume/Cap:	0.45	0.51	0.22	0.51	0.45	0.26	0.51	0.42	0.42	0.42	0.51	0.51
Uniform Del:	37.2	29.4	13.7	51.1	41.2	29.8	50.1	38.1	38.1	43.5	33.6	33.6
IncremntDel:	0.7	0.6	0.1	2.5	0.8	0.2	2.3	0.2	0.2	0.9	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.9	30.0	13.8	53.7	42.0	30.0	52.3	38.3	38.3	44.4	33.9	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:	37.9	30.0	13.8	53.7	42.0	30.0	52.3	38.3	38.3	44.4	33.9	33.9
LOS by Move:	D+	C	B	D-	D	C	D-	D+	D+	D	C-	C-
HCM2k95thQ:	13	19	8	8	12	8	8	11	11	9	16	16

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #4: Hollenbeck Avenue / Fremont Avenue



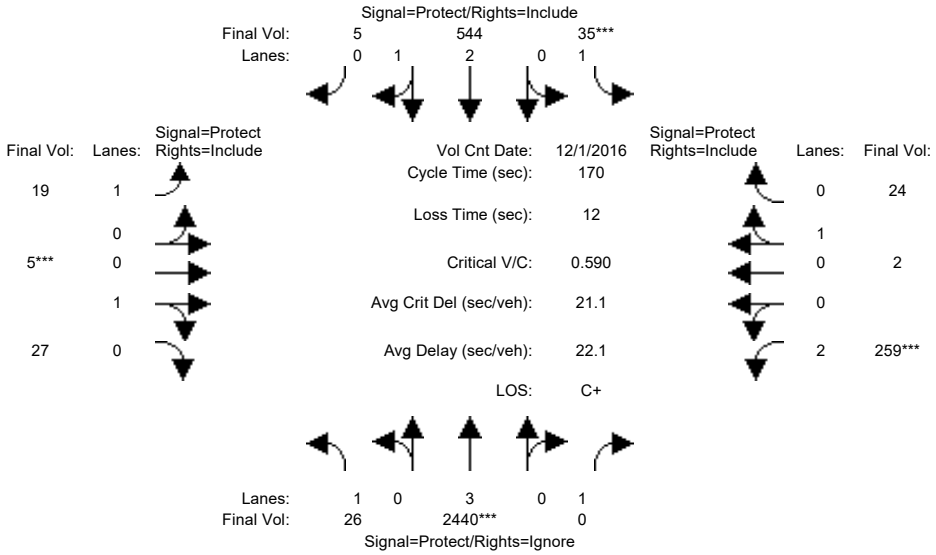
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	89	240	180	143	388	121	191	1038	174	215	474	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	240	180	143	388	121	191	1038	174	215	474	152
Added Vol:	0	5	1	5	7	2	1	25	0	1	30	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	245	181	148	395	123	192	1063	174	216	504	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	245	181	148	395	123	192	1063	174	216	504	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	245	181	148	395	123	192	1063	174	216	504	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:	89	245	181	148	395	123	192	1063	174	216	504	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.28	0.72
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4811	788	1750	4294	1304
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.10	0.08	0.21	0.07	0.11	0.22	0.22	0.12	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	9.1	28.0	50.1	18.4	37.2	67.0	29.8	39.6	39.6	22.1	31.9	31.9
Volume/Cap:	0.67	0.55	0.25	0.55	0.67	0.13	0.44	0.67	0.67	0.67	0.44	0.44
Uniform Del:	54.0	40.5	22.7	47.0	36.0	12.6	38.1	34.6	34.6	45.6	36.7	36.7
IncremntDel:	12.5	1.5	0.2	2.5	3.0	0.1	0.7	1.0	1.0	5.4	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.5	42.0	22.9	49.5	39.0	12.6	38.8	35.6	35.6	50.9	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	42.0	22.9	49.5	39.0	12.6	38.8	35.6	35.6	50.9	36.9	36.9
LOS by Move:	E	D	C+	D	D	B	D+	D+	D+	D	D+	D+
HCM2k95thQ:	9	16	9	12	24	5	12	23	23	15	12	12

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:Sunnyvale-Saratoga Road/Mathilda Talisman Drive/Sunnyvale-Saratoga

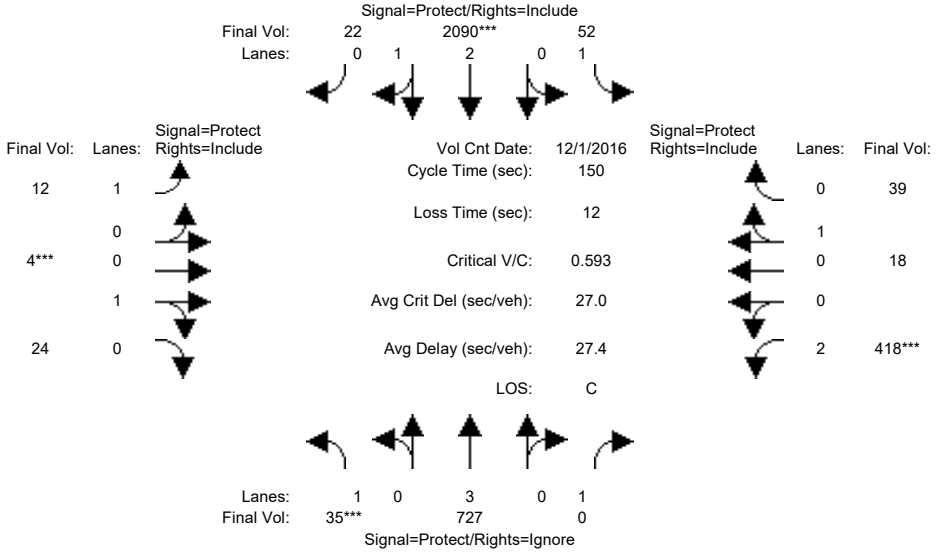
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	26	2117	496	35	452	5	19	5	27	257	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2117	496	35	452	5	19	5	27	257	2	24
Added Vol:	0	323	0	0	92	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2440	496	35	544	5	19	5	27	259	2	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2440	0	35	544	5	19	5	27	259	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2440	0	35	544	5	19	5	27	259	2	24
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2440	0	35	544	5	19	5	27	259	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	1.00	0.16	0.84	2.00	0.08	0.92
Final Sat.:	1750	5700	1750	1750	5549	51	1750	281	1519	3150	138	1662
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.00	0.02	0.10	0.10	0.01	0.02	0.02	0.08	0.01	0.01
Crit Moves:		****		****				****		****		
Green Time:	37.1	118	0.0	7.0	88.2	88.2	13.5	10.0	10.0	22.7	19.2	19.2
Volume/Cap:	0.07	0.62	0.00	0.49	0.19	0.19	0.14	0.30	0.30	0.62	0.13	0.13
Uniform Del:	52.8	13.8	0.0	79.7	21.8	21.8	72.9	76.7	76.7	69.5	67.8	67.8
IncremntDel:	0.1	0.3	0.0	5.1	0.0	0.0	0.5	1.6	1.6	2.7	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.8	14.0	0.0	84.8	21.8	21.8	73.3	78.3	78.3	72.2	68.1	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	14.0	0.0	84.8	21.8	21.8	73.3	78.3	78.3	72.2	68.1	68.1
LOS by Move:	D-	B	A	F	C+	C+	E	E-	E-	E	E	E
HCM2k95thQ:	2	37	0	5	10	10	2	4	4	16	3	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



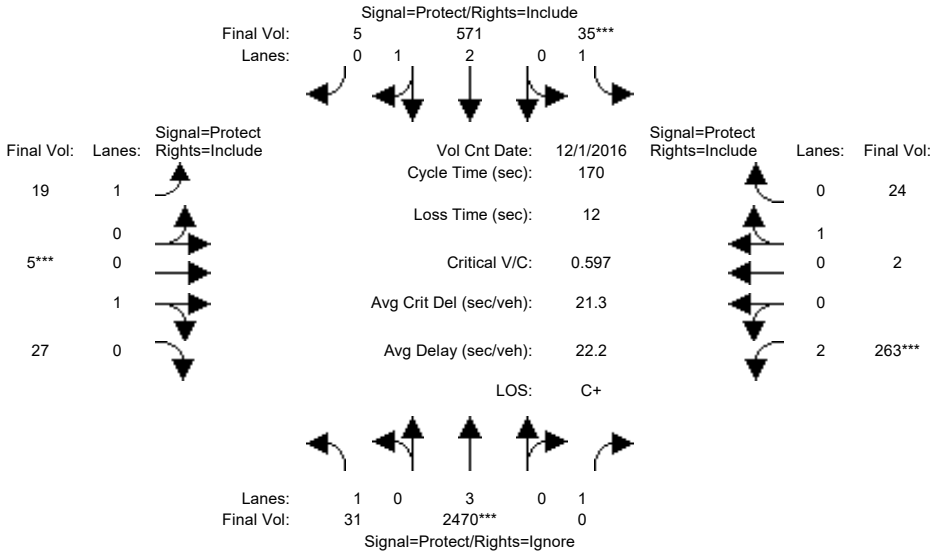
Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	35	558	531		52	1768	22		12	4	24		418	18	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	558	531		52	1768	22		12	4	24		418	18	39	
Added Vol:	0	169	2		0	322	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	727	533		52	2090	22		12	4	24		418	18	39	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	727	0		52	2090	22		12	4	24		418	18	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	727	0		52	2090	22		12	4	24		418	18	39	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	35	727	0		52	2090	22		12	4	24		418	18	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		1.00	0.14	0.86		2.00	0.32	0.68	
Final Sat.:	1750	5700	1750		1750	5542	58		1750	257	1543		3150	568	1232	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.00		0.03	0.38	0.38		0.01	0.02	0.02		0.13	0.03	0.03	
Crit Moves:	****					****				****			****			
Green Time:	7.0	70.7	0.0		25.9	89.5	89.5		17.1	10.0	10.0		31.5	24.4	24.4	
Volume/Cap:	0.43	0.27	0.00		0.17	0.63	0.63		0.06	0.23	0.23		0.63	0.19	0.19	
Uniform Del:	69.6	24.1	0.0		52.9	19.6	19.6		59.3	66.4	66.4		54.0	54.3	54.3	
IncremntDel:	3.6	0.1	0.0		0.3	0.4	0.4		0.1	1.0	1.0		2.0	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	73.1	24.1	0.0		53.2	20.0	20.0		59.4	67.4	67.4		56.0	54.6	54.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	73.1	24.1	0.0		53.2	20.0	20.0		59.4	67.4	67.4		56.0	54.6	54.6	
LOS by Move:	E	C	A		D-	B-	B-		E+	E	E		E+	D-	D-	
HCM2k95thQ:	5	12	0		4	35	35		1	3	3		20	5	5	

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:Sunnyvale-Saratoga Road/Mathilda Talisman Drive/Sunnyvale-Saratoga

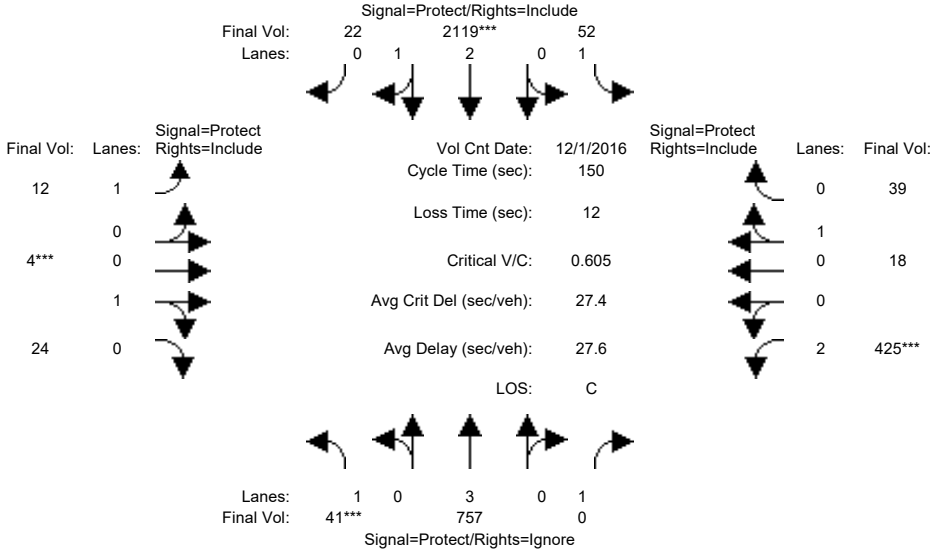
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	26	2117	496	35	452	5	19	5	27	257	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2117	496	35	452	5	19	5	27	257	2	24
Added Vol:	5	357	15	0	130	0	0	0	0	9	0	0
PasserByVol:	0	-4	0	0	-11	0	0	0	0	-3	0	0
Initial Fut:	31	2470	511	35	571	5	19	5	27	263	2	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	2470	0	35	571	5	19	5	27	263	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2470	0	35	571	5	19	5	27	263	2	24
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	2470	0	35	571	5	19	5	27	263	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	1.00	0.16	0.84	2.00	0.08	0.92
Final Sat.:	1750	5700	1750	1750	5551	49	1750	281	1519	3150	138	1662
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.00	0.02	0.10	0.10	0.01	0.02	0.02	0.08	0.01	0.01
Crit Moves:		****		****				****		****		
Green Time:	35.8	118	0.0	7.0	89.4	89.4	13.5	10.0	10.0	22.8	19.3	19.3
Volume/Cap:	0.08	0.62	0.00	0.49	0.20	0.20	0.14	0.30	0.30	0.62	0.13	0.13
Uniform Del:	53.9	13.9	0.0	79.7	21.3	21.3	72.8	76.7	76.7	69.6	67.8	67.8
IncremntDel:	0.1	0.3	0.0	5.1	0.0	0.0	0.5	1.6	1.6	2.9	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.0	14.2	0.0	84.8	21.3	21.3	73.3	78.3	78.3	72.4	68.1	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	14.2	0.0	84.8	21.3	21.3	73.3	78.3	78.3	72.4	68.1	68.1
LOS by Move:	D-	B	A	F	C+	C+	E	E-	E-	E	E	E
HCM2k95thQ:	3	38	0	5	10	10	2	4	4	16	3	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



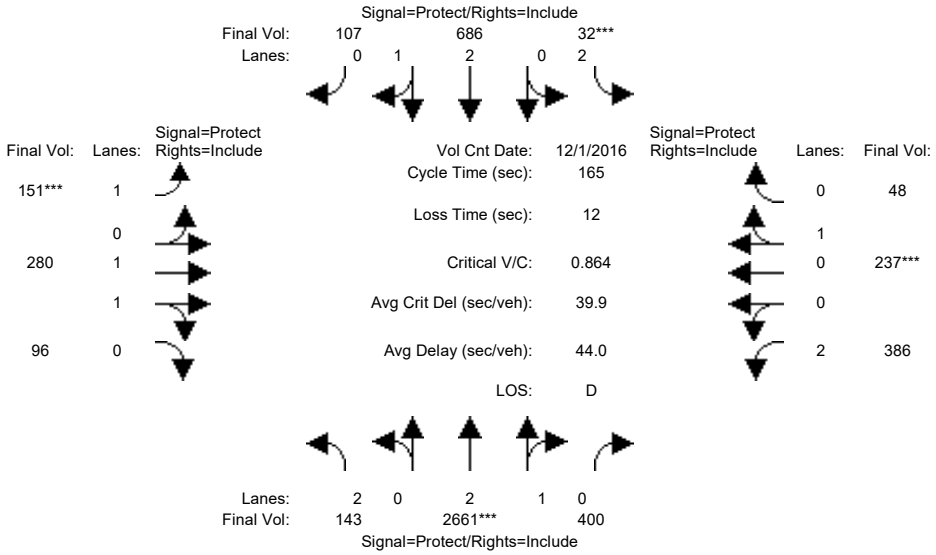
Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	35	558	531		52	1768	22		12	4	24		418	18	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	558	531		52	1768	22		12	4	24		418	18	39	
Added Vol:	6	206	18		0	355	0		0	0	0		7	0	0	
PasserByVol:	0	-7	-4		0	-4	0		0	0	0		0	0	0	
Initial Fut:	41	757	545		52	2119	22		12	4	24		425	18	39	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	757	0		52	2119	22		12	4	24		425	18	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	757	0		52	2119	22		12	4	24		425	18	39	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	41	757	0		52	2119	22		12	4	24		425	18	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		1.00	0.14	0.86		2.00	0.32	0.68	
Final Sat.:	1750	5700	1750		1750	5542	58		1750	257	1543		3150	568	1232	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.00		0.03	0.38	0.38		0.01	0.02	0.02		0.13	0.03	0.03	
Crit Moves:	****					****				****			****			
Green Time:	7.0	71.4	0.0		25.1	89.4	89.4		17.1	10.0	10.0		31.6	24.4	24.4	
Volume/Cap:	0.50	0.28	0.00		0.18	0.64	0.64		0.06	0.23	0.23		0.64	0.19	0.19	
Uniform Del:	69.8	23.8	0.0		53.6	19.8	19.8		59.3	66.4	66.4		54.1	54.3	54.3	
IncremntDel:	4.9	0.1	0.0		0.3	0.4	0.4		0.1	1.0	1.0		2.1	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	74.7	23.8	0.0		53.9	20.2	20.2		59.4	67.4	67.4		56.2	54.6	54.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	74.7	23.8	0.0		53.9	20.2	20.2		59.4	67.4	67.4		56.2	54.6	54.6	
LOS by Move:	E	C	A		D-	C+	C+		E+	E	E		E+	D-	D-	
HCM2k95thQ:	5	13	0		5	36	36		1	3	3		21	5	5	

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



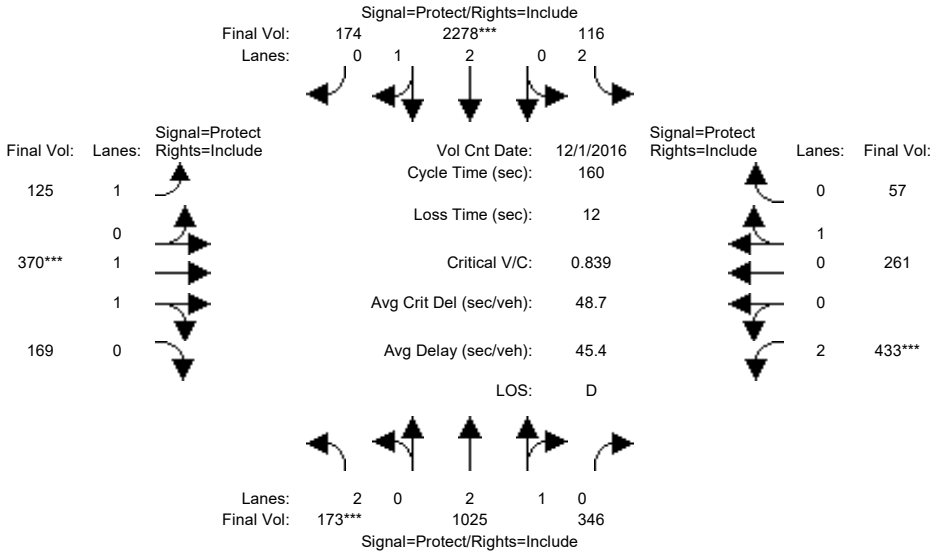
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	143	2339	315	32	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	32	599	99	150	280	96	366	237	48
Added Vol:	0	322	85	0	87	8	1	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2661	400	32	686	107	151	280	96	386	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2661	400	32	686	107	151	280	96	386	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2661	400	32	686	107	151	280	96	386	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	2661	400	32	686	107	151	280	96	386	237	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.59	0.41	2.00	2.58	0.42	1.00	1.48	0.52	2.00	0.83	0.17
Final Sat.:	3150	4867	732	3150	4843	755	1750	2755	944	3150	1497	303
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.01	0.14	0.14	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	26.2	101	100.9	7.0	81.7	81.7	15.9	20.5	20.5	24.7	29.2	29.2
Volume/Cap:	0.29	0.89	0.89	0.24	0.29	0.29	0.89	0.82	0.82	0.82	0.89	0.89
Uniform Del:	61.2	27.5	27.5	76.4	24.5	24.5	73.7	70.5	70.5	68.0	66.4	66.4
IncremntDel:	0.3	3.4	3.4	0.9	0.1	0.1	40.5	11.2	11.2	10.9	25.8	25.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.5	30.9	30.9	77.4	24.6	24.6	114.2	81.6	81.6	78.9	92.1	92.1
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:	61.5	30.9	30.9	77.4	24.6	24.6	114.2	81.6	81.6	78.9	92.1	92.1
LOS by Move:	E	C	C	E-	C	C	F	F	F	E-	F	F
HCM2k95thQ:	7	68	68	2	14	14	17	18	18	21	28	28

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



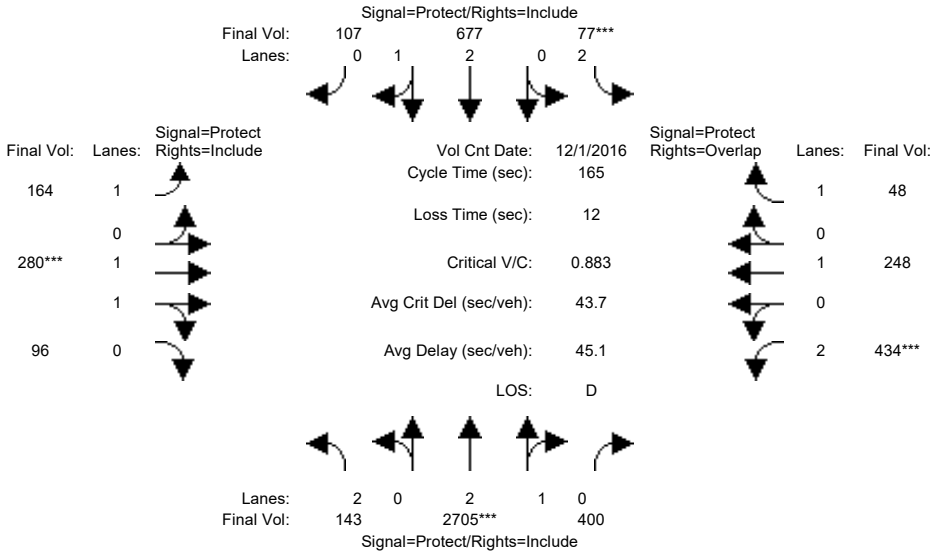
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	163	47	0	321	1	8	0	0	65	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1025	346	116	2278	174	125	370	169	433	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1025	346	116	2278	174	125	370	169	433	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1025	346	116	2278	174	125	370	169	433	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1025	346	116	2278	174	125	370	169	433	261	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.22	0.78	2.00	2.78	0.22	1.00	1.36	0.64	2.00	0.82	0.18
Final Sat.:	3150	4185	1413	3150	5202	397	1750	2539	1160	3150	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.44	0.44	0.07	0.15	0.15	0.14	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	10.5	79.7	79.7	14.2	83.5	83.5	15.5	27.8	27.8	26.2	38.5	38.5
Volume/Cap:	0.84	0.49	0.49	0.41	0.84	0.84	0.73	0.84	0.84	0.84	0.73	0.73
Uniform Del:	73.9	26.7	26.7	68.9	32.5	32.5	70.2	63.9	63.9	64.8	56.1	56.1
IncremntDel:	25.1	0.1	0.1	1.0	2.3	2.3	15.3	9.6	9.6	11.6	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.0	26.8	26.8	69.9	34.8	34.8	85.5	73.5	73.5	76.5	62.5	62.5
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:	99.0	26.8	26.8	69.9	34.8	34.8	85.5	73.5	73.5	76.5	62.5	62.5
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E-	E	E
HCM2k95thQ:	11	26	26	6	55	55	12	24	24	23	27	27

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



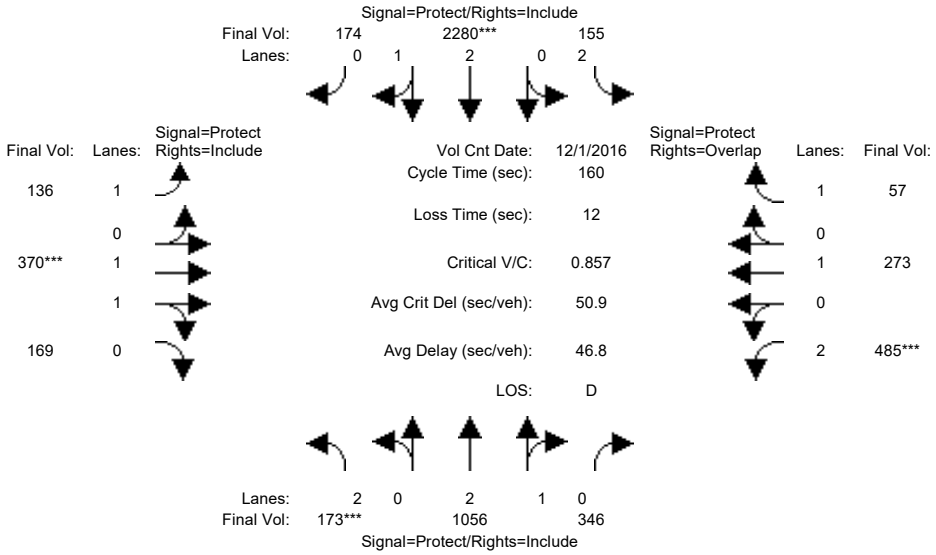
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	143	2339	315	32	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	32	599	99	150	280	96	366	237	48
Added Vol:	0	370	85	45	92	8	14	0	0	68	11	0
PasserByVol:	0	-4	0	0	-14	0	0	0	0	0	0	0
Initial Fut:	143	2705	400	77	677	107	164	280	96	434	248	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2705	400	77	677	107	164	280	96	434	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2705	400	77	677	107	164	280	96	434	248	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	2705	400	77	677	107	164	280	96	434	248	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.60	0.40	2.00	2.58	0.42	1.00	1.48	0.52	2.00	1.00	1.00
Final Sat.:	3150	4878	721	3150	4835	764	1750	2755	944	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.02	0.14	0.14	0.09	0.10	0.10	0.14	0.13	0.03
Crit Moves:		****		****				****		****		
Green Time:	26.7	102	102.0	7.0	82.3	82.3	18.4	18.7	18.7	25.3	25.6	32.6
Volume/Cap:	0.28	0.90	0.90	0.58	0.28	0.28	0.84	0.90	0.90	0.90	0.84	0.14
Uniform Del:	60.7	27.0	27.0	77.5	24.1	24.1	71.9	72.2	72.2	68.6	67.7	54.6
IncremntDel:	0.3	3.5	3.5	6.1	0.1	0.1	26.4	21.4	21.4	19.2	18.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.0	30.6	30.6	83.6	24.2	24.2	98.3	93.6	93.6	87.8	86.6	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	30.6	30.6	83.6	24.2	24.2	98.3	93.6	93.6	87.8	86.6	54.8
LOS by Move:	E	C	C	F	C	C	F	F	F	F	F	D-
HCM2k95thQ:	7	69	69	5	14	14	17	19	19	25	23	4

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



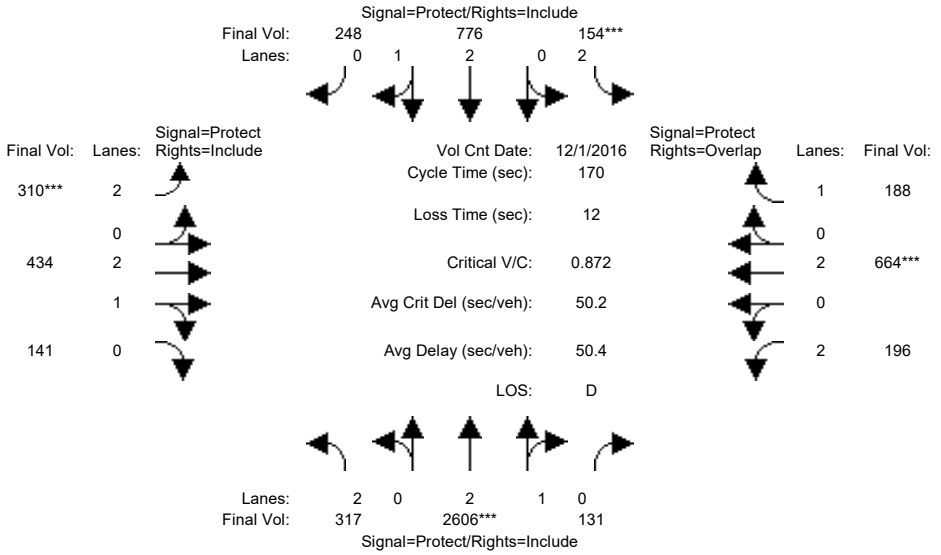
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	205	47	39	327	1	19	0	0	117	12	0
PasserByVol:	0	-11	0	0	-4	0	0	0	0	0	0	0
Initial Fut:	173	1056	346	155	2280	174	136	370	169	485	273	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1056	346	155	2280	174	136	370	169	485	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1056	346	155	2280	174	136	370	169	485	273	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1056	346	155	2280	174	136	370	169	485	273	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.23	0.77	2.00	2.78	0.22	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	3150	4216	1381	3150	5202	397	1750	2539	1160	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.05	0.44	0.44	0.08	0.15	0.15	0.15	0.14	0.03
Crit Moves:	****				****			****			****	
Green Time:	10.3	76.9	76.9	15.1	81.8	81.8	19.6	27.2	27.2	28.7	36.3	51.4
Volume/Cap:	0.86	0.52	0.52	0.52	0.86	0.86	0.63	0.86	0.86	0.86	0.63	0.10
Uniform Del:	74.1	28.8	28.8	69.0	34.0	34.0	66.8	64.5	64.5	63.6	55.8	38.1
IncremntDel:	28.6	0.2	0.2	1.7	2.8	2.8	6.0	11.3	11.3	12.4	3.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.7	28.9	28.9	70.6	36.8	36.8	72.8	75.8	75.8	76.0	58.9	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	28.9	28.9	70.6	36.8	36.8	72.8	75.8	75.8	76.0	58.9	38.2
LOS by Move:	F	C	C	E	D+	D+	E	E-	E-	E-	E+	D+
HCM2k95thQ:	11	27	27	8	56	56	13	24	24	26	21	4

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



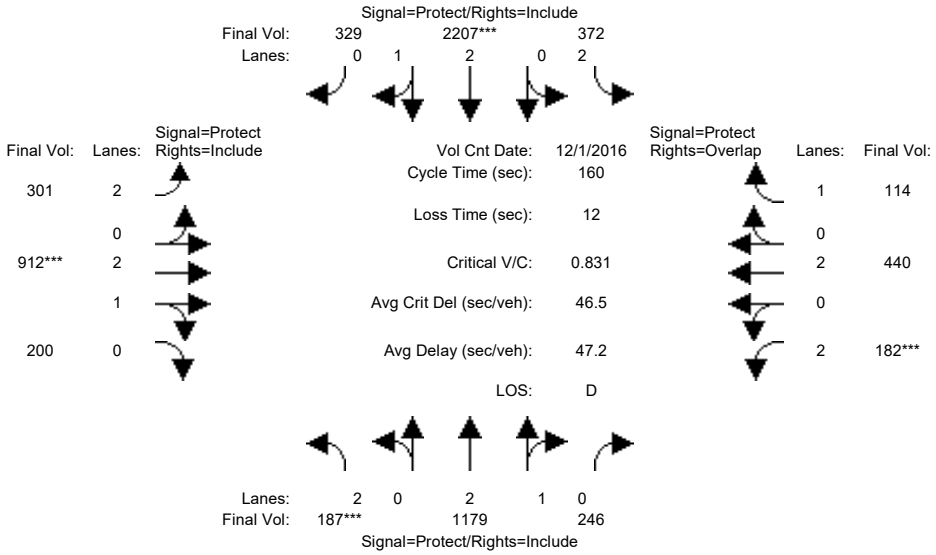
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	5	355	10	6	94	6	30	1	1	10	5	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	2606	131	154	776	248	310	434	141	196	664	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	2606	131	154	776	248	310	434	141	196	664	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	2606	131	154	776	248	310	434	141	196	664	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	2606	131	154	776	248	310	434	141	196	664	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.25	0.75	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5332	268	3150	4242	1356	3150	4225	1373	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.49	0.49	0.05	0.18	0.18	0.10	0.10	0.10	0.06	0.17	0.11
Crit Moves:		****		****			****				****	
Green Time:	37.2	95.2	95.2	9.5	67.6	67.6	19.2	33.1	33.1	20.1	34.0	43.6
Volume/Cap:	0.46	0.87	0.87	0.87	0.46	0.46	0.87	0.53	0.53	0.53	0.87	0.42
Uniform Del:	57.7	32.2	32.2	79.6	37.8	37.8	74.2	61.4	61.4	70.5	65.9	52.7
IncremntDel:	0.5	3.0	3.0	34.6	0.2	0.2	20.4	0.5	0.5	1.4	10.8	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.2	35.1	35.1	114.2	37.9	37.9	94.6	61.9	61.9	71.9	76.7	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	35.1	35.1	114.2	37.9	37.9	94.6	61.9	61.9	71.9	76.7	53.3
LOS by Move:	E+	D+	D+	F	D+	D+	F	E	E	E	E-	D-
HCM2k95thQ:	15	61	61	11	23	23	19	16	16	11	31	16

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



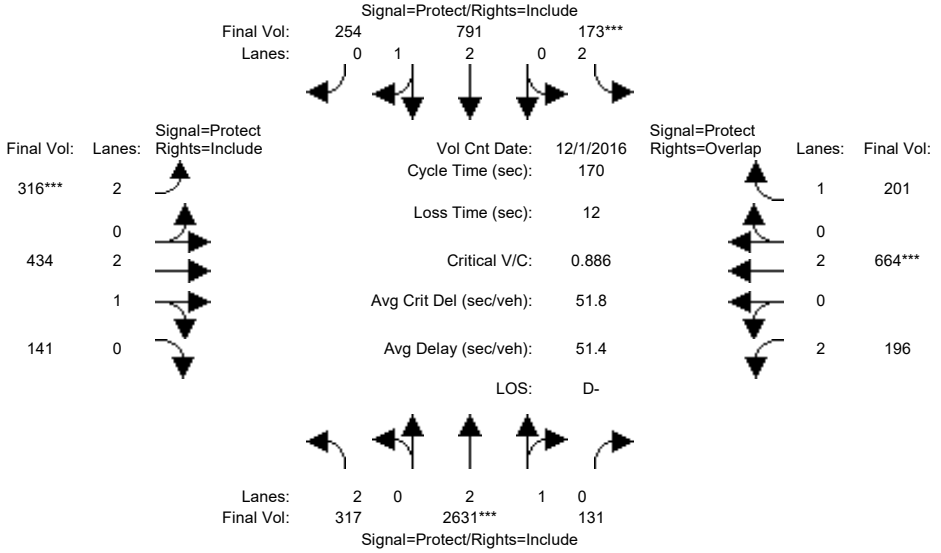
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	1	181	1	24	340	22	15	5	5	-3	3	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	1179	246	372	2207	329	301	912	200	182	440	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1179	246	372	2207	329	301	912	200	182	440	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1179	246	372	2207	329	301	912	200	182	440	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1179	246	372	2207	329	301	912	200	182	440	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.46	0.54	2.00	2.60	0.40	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4632	966	3150	4873	726	3150	4591	1007	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.12	0.45	0.45	0.10	0.20	0.20	0.06	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.4	67.4	67.4	31.3	87.2	87.2	22.3	38.2	38.2	11.1	27.0	58.3
Volume/Cap:	0.83	0.60	0.60	0.60	0.83	0.83	0.68	0.83	0.83	0.83	0.68	0.18
Uniform Del:	73.3	36.0	36.0	58.7	30.3	30.3	65.5	57.8	57.8	73.5	62.5	34.6
IncremntDel:	22.2	0.5	0.5	1.7	2.1	2.1	4.5	4.6	4.6	22.7	3.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.5	36.4	36.4	60.4	32.3	32.3	70.0	62.4	62.4	96.2	65.6	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	36.4	36.4	60.4	32.3	32.3	70.0	62.4	62.4	96.2	65.6	34.7
LOS by Move:	F	D+	D+	E	C-	C-	E	E	E	F	E	C-
HCM2k95thQ:	10	29	29	18	54	54	16	30	30	11	19	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



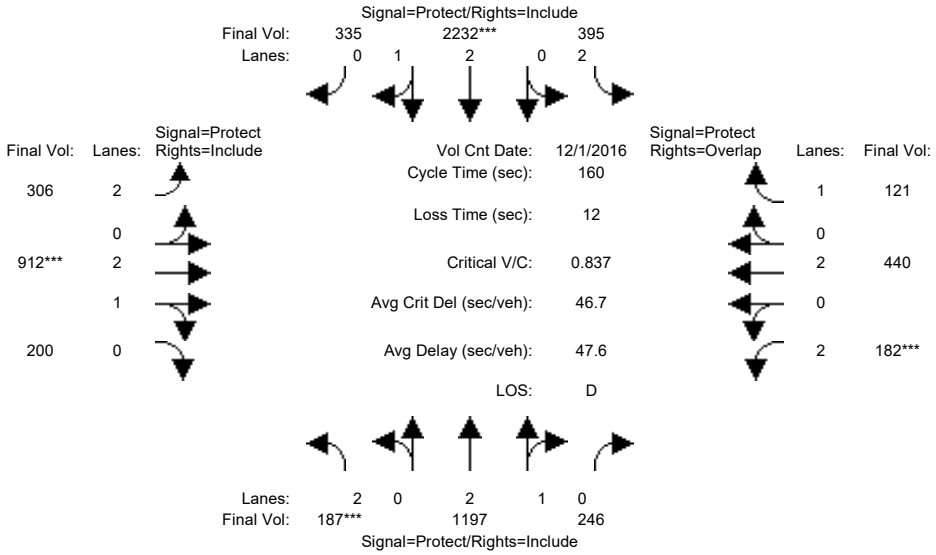
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	5	384	10	28	120	12	36	1	1	10	5	35
PasserByVol:	0	-4	0	-3	-11	0	0	0	0	0	0	0
Initial Fut:	317	2631	131	173	791	254	316	434	141	196	664	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	2631	131	173	791	254	316	434	141	196	664	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	2631	131	173	791	254	316	434	141	196	664	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	2631	131	173	791	254	316	434	141	196	664	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.24	0.76	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5334	266	3150	4237	1361	3150	4225	1373	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.49	0.49	0.05	0.19	0.19	0.10	0.10	0.10	0.06	0.17	0.11
Crit Moves:		****		****			****				****	
Green Time:	36.8	94.7	94.7	10.5	68.4	68.4	19.3	32.9	32.9	19.9	33.5	44.1
Volume/Cap:	0.46	0.89	0.89	0.89	0.46	0.46	0.89	0.53	0.53	0.53	0.89	0.44
Uniform Del:	58.0	32.9	32.9	79.1	37.4	37.4	74.3	61.6	61.6	70.6	66.4	52.7
IncremntDel:	0.5	3.4	3.4	34.8	0.2	0.2	22.3	0.5	0.5	1.5	12.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.5	36.4	36.4	113.9	37.5	37.5	96.6	62.1	62.1	72.1	78.6	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	36.4	36.4	113.9	37.5	37.5	96.6	62.1	62.1	72.1	78.6	53.4
LOS by Move:	E+	D+	D+	F	D+	D+	F	E	E	E	E-	D-
HCM2k95thQ:	15	63	63	12	23	23	20	17	17	11	31	17

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



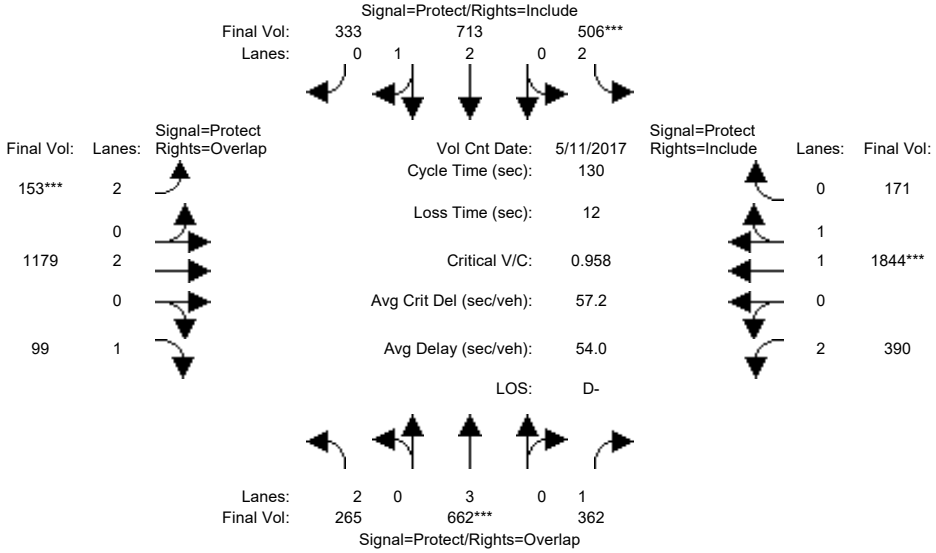
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	1	206	1	47	369	28	20	5	5	-3	3	26
PasserByVol:	0	-7	0	0	-4	0	0	0	0	0	0	-4
Initial Fut:	187	1197	246	395	2232	335	306	912	200	182	440	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1197	246	395	2232	335	306	912	200	182	440	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1197	246	395	2232	335	306	912	200	182	440	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1197	246	395	2232	335	306	912	200	182	440	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.47	0.53	2.00	2.59	0.41	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4644	954	3150	4868	731	3150	4591	1007	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.13	0.46	0.46	0.10	0.20	0.20	0.06	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.3	66.6	66.6	32.4	87.6	87.6	22.4	38.0	38.0	11.0	26.7	59.0
Volume/Cap:	0.84	0.62	0.62	0.62	0.84	0.84	0.70	0.84	0.84	0.84	0.70	0.19
Uniform Del:	73.4	36.7	36.7	58.2	30.2	30.2	65.6	58.1	58.1	73.6	62.8	34.2
IncremntDel:	23.2	0.5	0.5	1.9	2.2	2.2	4.8	4.8	4.8	23.7	3.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.6	37.2	37.2	60.0	32.4	32.4	70.4	62.9	62.9	97.3	66.2	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.6	37.2	37.2	60.0	32.4	32.4	70.4	62.9	62.9	97.3	66.2	34.4
LOS by Move:	F	D+	D+	E	C-	C-	E	E	E	F	E	C-
HCM2k95thQ:	10	30	30	18	54	54	16	31	31	11	19	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



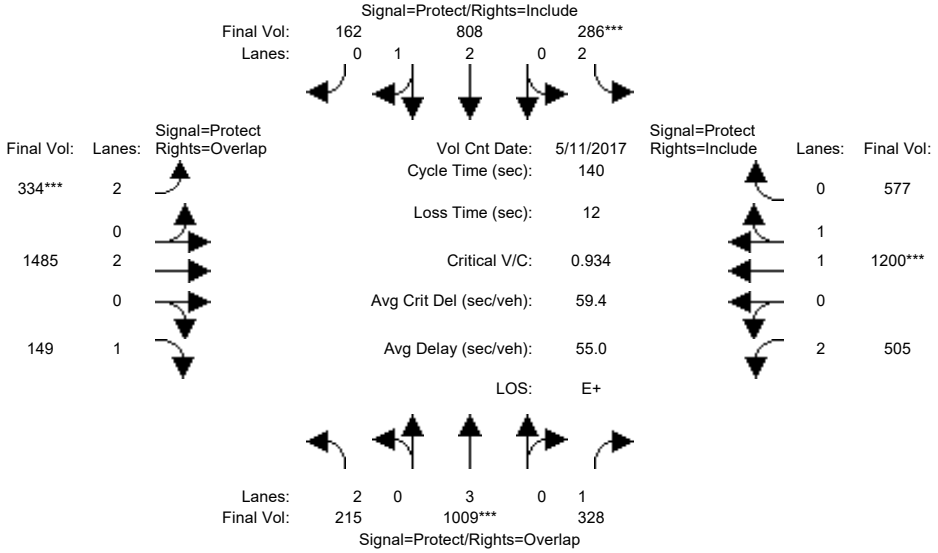
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	265	292	362	506	608	333	153	1179	99	390	1844	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	292	362	506	608	333	153	1179	99	390	1844	171
Added Vol:	0	370	0	0	105	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	662	362	506	713	333	153	1179	99	390	1844	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	662	362	506	713	333	153	1179	99	390	1844	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	662	362	506	713	333	153	1179	99	390	1844	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	662	362	506	713	333	153	1179	99	390	1844	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.01	0.99	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	3150	3815	1782	3150	3800	1750	3150	3386	314
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.21	0.16	0.19	0.19	0.05	0.31	0.06	0.12	0.54	0.54
Crit Moves:		****		****			****				****	
Green Time:	11.6	15.7	38.7	21.7	25.8	25.8	7.0	57.6	69.2	23.0	73.6	73.6
Volume/Cap:	0.94	0.96	0.70	0.96	0.94	0.94	0.90	0.70	0.11	0.70	0.96	0.96
Uniform Del:	58.9	56.9	40.4	53.7	51.4	51.4	61.2	29.2	15.1	50.3	26.9	26.9
IncremntDel:	38.2	25.2	4.1	29.7	15.1	15.1	42.1	1.3	0.1	4.0	12.0	12.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	97.1	82.0	44.5	83.5	66.5	66.5	103.3	30.6	15.1	54.2	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.1	82.0	44.5	83.5	66.5	66.5	103.3	30.6	15.1	54.2	38.9	38.9
LOS by Move:	F	F	D	F	E	E	F	C	B	D-	D+	D+
HCM2k95thQ:	18	23	26	25	28	28	12	33	4	18	69	69

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



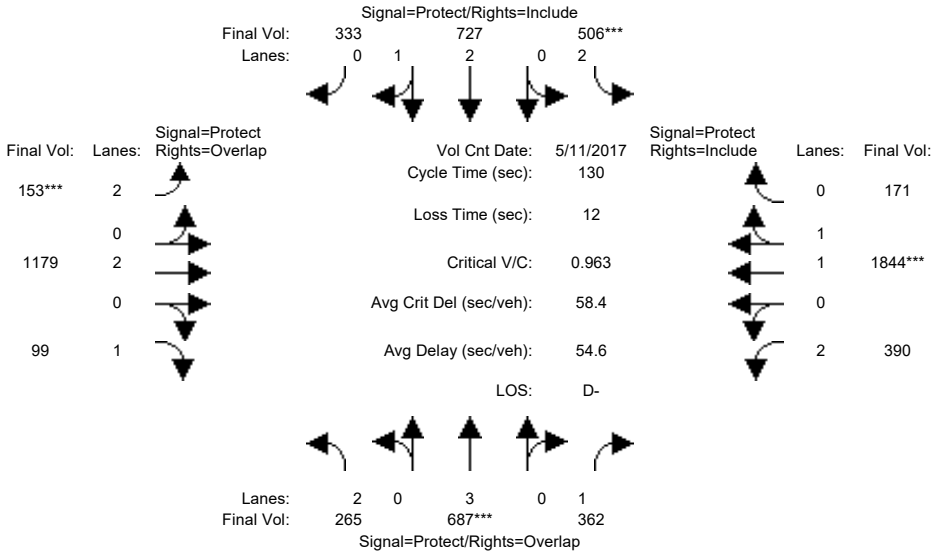
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	215	827	328	286	465	162	334	1485	149	505	1200	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	827	328	286	465	162	334	1485	149	505	1200	577
Added Vol:	0	182	0	0	343	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1009	328	286	808	162	334	1485	149	505	1200	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1009	328	286	808	162	334	1485	149	505	1200	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1009	328	286	808	162	334	1485	149	505	1200	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1009	328	286	808	162	334	1485	149	505	1200	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.48	0.52	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	4664	935	3150	3800	1750	3150	2498	1201
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.19	0.09	0.17	0.17	0.11	0.39	0.09	0.16	0.48	0.48
Crit Moves:		****		****			****				****	
Green Time:	11.3	26.5	52.1	13.6	28.8	28.8	15.9	62.3	73.7	25.6	72.0	72.0
Volume/Cap:	0.84	0.93	0.50	0.93	0.84	0.84	0.93	0.88	0.16	0.88	0.93	0.93
Uniform Del:	63.4	55.9	34.0	62.8	53.4	53.4	61.5	35.4	17.2	55.7	31.8	31.8
IncremntDel:	21.6	14.3	0.6	34.5	5.8	5.8	31.2	5.6	0.1	14.4	9.2	9.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.1	70.2	34.6	97.3	59.2	59.2	92.7	41.0	17.3	70.1	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	70.2	34.6	97.3	59.2	59.2	92.7	41.0	17.3	70.1	41.0	41.0
LOS by Move:	F	E	C-	F	E+	E+	F	D	B	E	D	D
HCM2k95thQ:	15	31	21	15	24	24	22	50	7	27	63	63

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



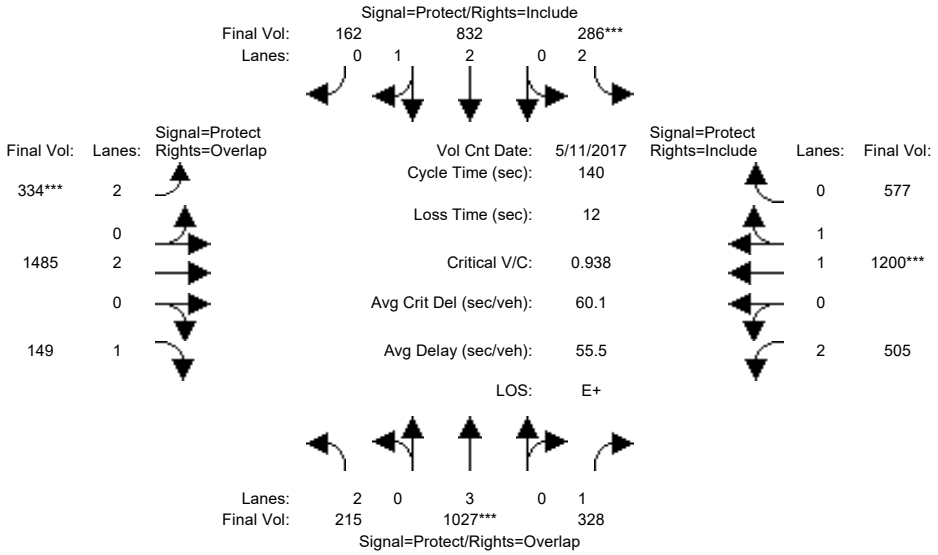
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	265	292	362	506	608	333	153	1179	99	390	1844	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	292	362	506	608	333	153	1179	99	390	1844	171
Added Vol:	0	399	0	0	130	0	0	0	0	0	0	0
PasserByVol:	0	-4	0	0	-11	0	0	0	0	0	0	0
Initial Fut:	265	687	362	506	727	333	153	1179	99	390	1844	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	687	362	506	727	333	153	1179	99	390	1844	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	687	362	506	727	333	153	1179	99	390	1844	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	687	362	506	727	333	153	1179	99	390	1844	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.02	0.98	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	3150	3838	1758	3150	3800	1750	3150	3386	314
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.21	0.16	0.19	0.19	0.05	0.31	0.06	0.12	0.54	0.54
Crit Moves:		****		****			****				****	
Green Time:	11.6	16.2	39.1	21.6	26.2	26.2	7.0	57.3	69.0	22.9	73.2	73.2
Volume/Cap:	0.94	0.97	0.69	0.97	0.94	0.94	0.90	0.70	0.11	0.70	0.97	0.97
Uniform Del:	58.8	56.6	40.1	53.9	51.2	51.2	61.2	29.4	15.2	50.4	27.2	27.2
IncremntDel:	38.0	25.8	3.8	31.0	14.8	14.8	42.1	1.4	0.1	4.1	12.9	12.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.8	82.4	43.9	84.8	65.9	65.9	103.3	30.8	15.2	54.4	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.8	82.4	43.9	84.8	65.9	65.9	103.3	30.8	15.2	54.4	40.1	40.1
LOS by Move:	F	F	D	F	E	E	F	C	B	D-	D	D
HCM2k95thQ:	18	23	26	25	28	28	12	33	4	18	70	70

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



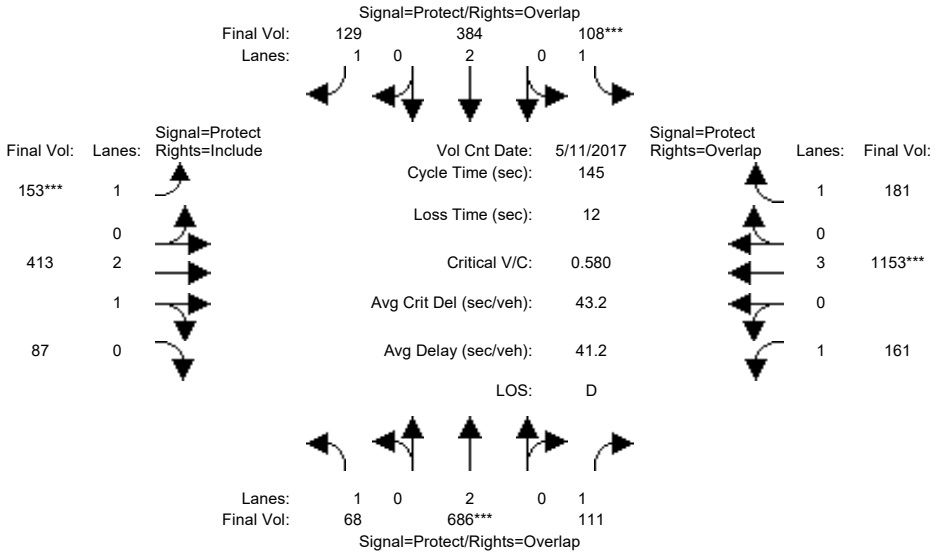
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	215	827	328	286	465	162	334	1485	149	505	1200	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	827	328	286	465	162	334	1485	149	505	1200	577
Added Vol:	0	207	0	0	371	0	0	0	0	0	0	0
PasserByVol:	0	-7	0	0	-4	0	0	0	0	0	0	0
Initial Fut:	215	1027	328	286	832	162	334	1485	149	505	1200	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1027	328	286	832	162	334	1485	149	505	1200	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1027	328	286	832	162	334	1485	149	505	1200	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1027	328	286	832	162	334	1485	149	505	1200	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.49	0.51	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	4686	912	3150	3800	1750	3150	2498	1201
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.19	0.09	0.18	0.18	0.11	0.39	0.09	0.16	0.48	0.48
Crit Moves:		****		****			****				****	
Green Time:	11.2	26.9	52.4	13.6	29.2	29.2	15.8	62.1	73.3	25.5	71.7	71.7
Volume/Cap:	0.85	0.94	0.50	0.94	0.85	0.85	0.94	0.88	0.16	0.88	0.94	0.94
Uniform Del:	63.6	55.7	33.8	62.8	53.3	53.3	61.6	35.6	17.4	55.8	32.0	32.0
IncremntDel:	23.0	14.7	0.6	35.4	6.1	6.1	32.0	5.8	0.1	14.8	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.6	70.4	34.4	98.2	59.4	59.4	93.6	41.4	17.4	70.6	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	70.4	34.4	98.2	59.4	59.4	93.6	41.4	17.4	70.6	41.7	41.7
LOS by Move:	F	E	C-	F	E+	E+	F	D	B	E	D	D
HCM2k95thQ:	15	32	21	15	24	24	22	51	7	27	64	64

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



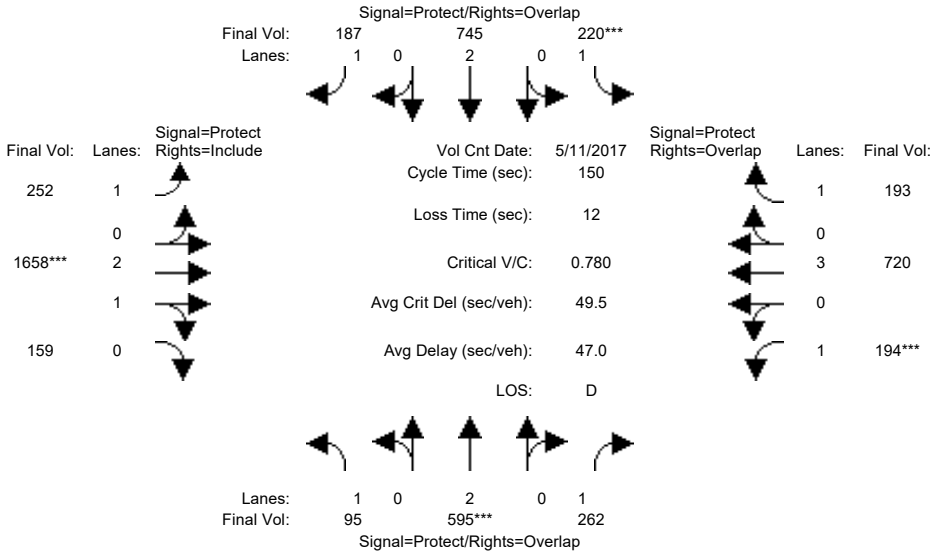
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	68	601	111	92	364	123	118	370	87	161	1056	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	601	111	92	364	123	118	370	87	161	1056	136
Added Vol:	0	85	0	16	20	6	35	43	0	0	97	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	686	111	108	384	129	153	413	87	161	1153	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	686	111	108	384	129	153	413	87	161	1153	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	686	111	108	384	129	153	413	87	161	1153	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	686	111	108	384	129	153	413	87	161	1153	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4624	974	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.06	0.10	0.07	0.09	0.09	0.09	0.09	0.20	0.10
Crit Moves:		****		****			****				****	
Green Time:	19.6	45.1	81.9	15.4	41.0	62.8	21.9	35.7	35.7	36.8	50.6	66.0
Volume/Cap:	0.29	0.58	0.11	0.58	0.36	0.17	0.58	0.36	0.36	0.36	0.58	0.23
Uniform Del:	56.4	42.0	14.7	61.7	41.5	25.1	57.3	45.3	45.3	44.5	38.5	24.0
IncremntDel:	0.7	0.7	0.1	4.5	0.2	0.1	3.2	0.2	0.2	0.5	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.1	42.7	14.7	66.2	41.7	25.2	60.5	45.4	45.4	45.0	39.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	42.7	14.7	66.2	41.7	25.2	60.5	45.4	45.4	45.0	39.0	24.1
LOS by Move:	E+	D	B	E	D	C	E	D	D	D	D+	C
HCM2k95thQ:	6	22	5	11	13	7	14	12	12	12	24	10

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



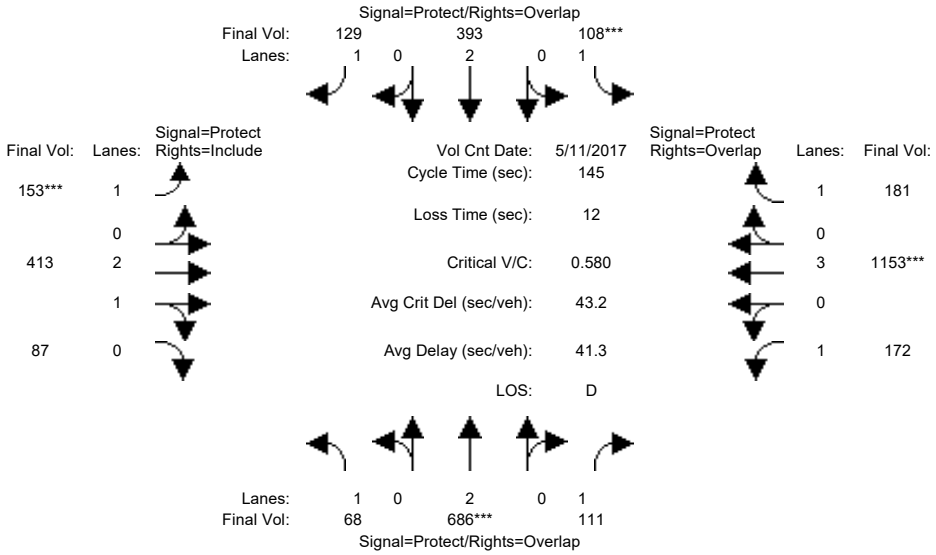
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	95	548	262	187	680	163	235	1580	159	194	677	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	548	262	187	680	163	235	1580	159	194	677	161
Added Vol:	0	47	0	33	65	24	17	78	0	0	43	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	595	262	220	745	187	252	1658	159	194	720	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	595	262	220	745	187	252	1658	159	194	720	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	595	262	220	745	187	252	1658	159	194	720	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	595	262	220	745	187	252	1658	159	194	720	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5109	490	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.15	0.13	0.20	0.11	0.14	0.32	0.32	0.11	0.13	0.11
Crit Moves:		****		****				****		****		
Green Time:	11.8	30.1	51.4	24.2	42.5	87.1	44.6	62.4	62.4	21.3	39.1	63.3
Volume/Cap:	0.69	0.78	0.44	0.78	0.69	0.18	0.48	0.78	0.78	0.78	0.48	0.26
Uniform Del:	67.3	56.8	38.1	60.4	47.9	14.8	43.3	37.9	37.9	62.1	46.9	28.2
IncremntDel:	14.1	5.2	0.5	13.0	1.9	0.1	0.7	1.8	1.8	14.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.4	62.0	38.6	73.4	49.9	14.8	44.0	39.6	39.6	76.7	47.2	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	62.0	38.6	73.4	49.9	14.8	44.0	39.6	39.6	76.7	47.2	28.4
LOS by Move:	F	E	D+	E	D	B	D	D	D	E-	D	C
HCM2k95thQ:	9	24	18	22	28	8	19	42	42	18	17	11

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



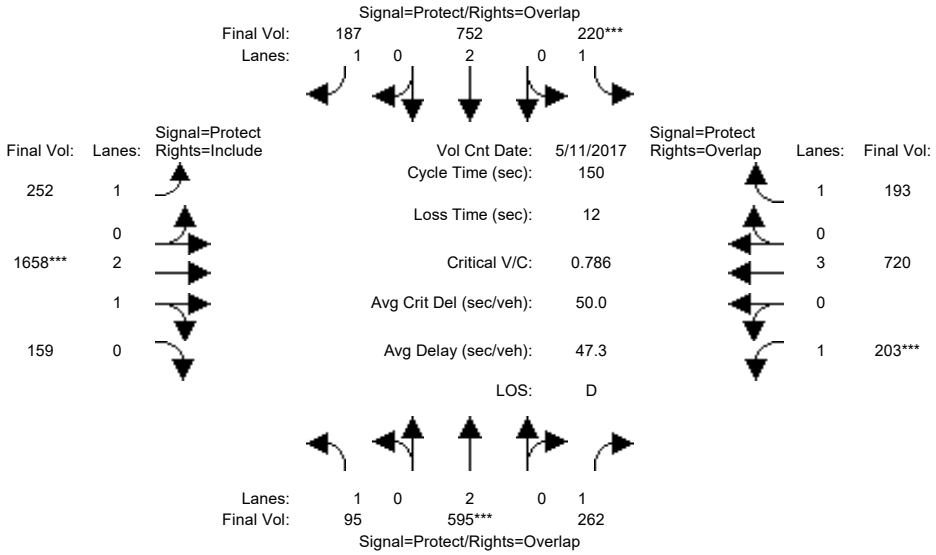
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	68	601	111	92	364	123	118	370	87	161	1056	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	601	111	92	364	123	118	370	87	161	1056	136
Added Vol:	0	85	0	16	29	6	35	43	0	11	97	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	686	111	108	393	129	153	413	87	172	1153	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	686	111	108	393	129	153	413	87	172	1153	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	686	111	108	393	129	153	413	87	172	1153	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	686	111	108	393	129	153	413	87	172	1153	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4624	974	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.06	0.10	0.07	0.09	0.09	0.09	0.10	0.20	0.10
Crit Moves:		****		****			****				****	
Green Time:	19.3	45.1	83.1	15.4	41.3	63.2	21.9	34.5	34.5	37.9	50.6	66.0
Volume/Cap:	0.29	0.58	0.11	0.58	0.36	0.17	0.58	0.38	0.38	0.38	0.58	0.23
Uniform Del:	56.7	42.0	14.1	61.7	41.4	24.9	57.3	46.2	46.2	43.8	38.5	24.0
IncremntDel:	0.7	0.7	0.0	4.5	0.2	0.1	3.2	0.2	0.2	0.5	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	42.7	14.2	66.2	41.6	25.0	60.5	46.4	46.4	44.3	39.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	42.7	14.2	66.2	41.6	25.0	60.5	46.4	46.4	44.3	39.0	24.1
LOS by Move:	E+	D	B	E	D	C	E	D	D	D	D+	C
HCM2k95thQ:	6	22	5	11	13	7	14	12	12	12	24	10

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #9: Remington Drive / El Camino Real



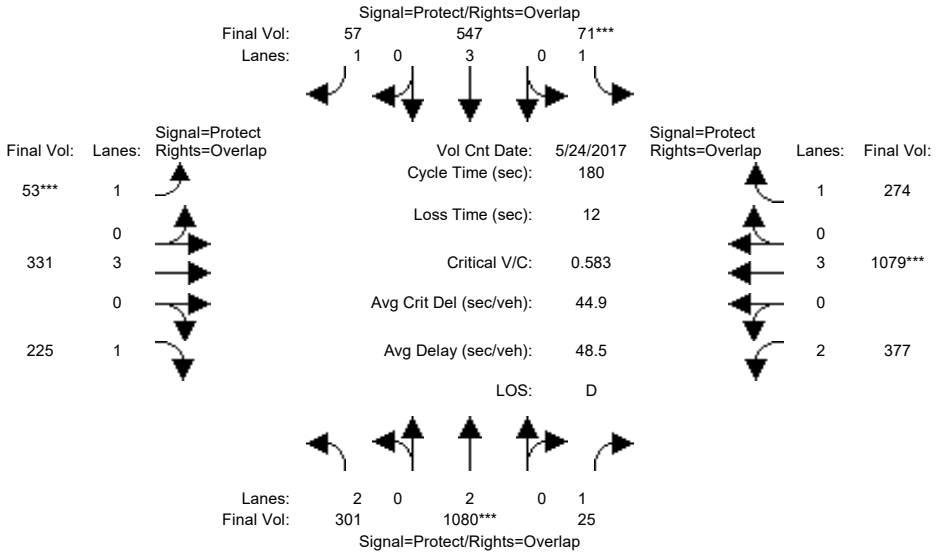
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	95	548	262	187	680	163	235	1580	159	194	677	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	548	262	187	680	163	235	1580	159	194	677	161
Added Vol:	0	47	0	33	72	24	17	78	0	9	43	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	595	262	220	752	187	252	1658	159	203	720	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	595	262	220	752	187	252	1658	159	203	720	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	595	262	220	752	187	252	1658	159	203	720	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	595	262	220	752	187	252	1658	159	203	720	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5109	490	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.15	0.13	0.20	0.11	0.14	0.32	0.32	0.12	0.13	0.11
Crit Moves:		****		****				****		****		
Green Time:	11.6	29.9	52.0	24.0	42.3	87.1	44.8	62.0	62.0	22.1	39.3	63.3
Volume/Cap:	0.70	0.79	0.43	0.79	0.70	0.18	0.48	0.79	0.79	0.79	0.48	0.26
Uniform Del:	67.5	57.0	37.6	60.5	48.2	14.8	43.1	38.3	38.3	61.6	46.8	28.2
IncremntDel:	15.3	5.4	0.5	13.6	2.1	0.1	0.7	1.8	1.8	14.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.8	62.5	38.1	74.2	50.3	14.9	43.8	40.1	40.1	76.3	47.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	62.5	38.1	74.2	50.3	14.9	43.8	40.1	40.1	76.3	47.0	28.4
LOS by Move:	F	E	D+	E	D	B	D	D	D	E-	D	C
HCM2k95thQ:	9	24	18	22	28	8	19	42	42	19	17	11

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



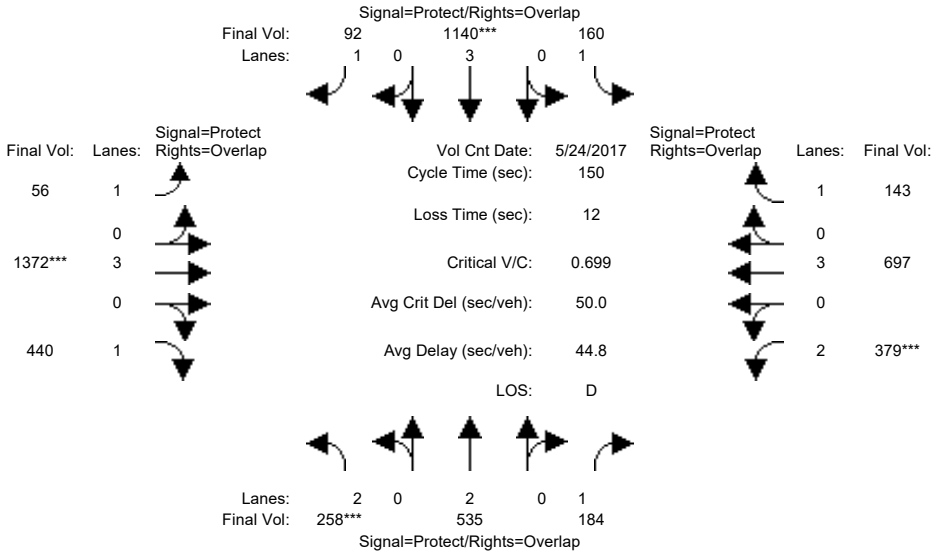
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1068	25	71	543	57	53	288	213	373	950	274
Added Vol:	17	12	0	0	4	0	0	43	12	4	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1080	25	71	547	57	53	331	225	377	1079	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1080	25	71	547	57	53	331	225	377	1079	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1080	25	71	547	57	53	331	225	377	1079	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1080	25	71	547	57	53	331	225	377	1079	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.01	0.04	0.10	0.03	0.03	0.06	0.13	0.12	0.19	0.16
Crit Moves:		****		****			****				****	
Green Time:	50.0	87.7	133.3	12.5	50.2	59.6	9.3	22.1	72.1	45.6	58.4	70.9
Volume/Cap:	0.34	0.58	0.02	0.58	0.34	0.10	0.58	0.47	0.32	0.47	0.58	0.40
Uniform Del:	51.9	33.1	6.1	81.2	51.7	41.6	83.4	73.5	37.1	57.0	50.6	39.2
IncremntDel:	0.2	0.5	0.0	7.0	0.1	0.1	9.3	0.5	0.3	0.4	0.5	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	33.5	6.1	88.3	51.9	41.7	92.8	74.0	37.3	57.4	51.1	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	33.5	6.1	88.3	51.9	41.7	92.8	74.0	37.3	57.4	51.1	39.5
LOS by Move:	D-	C-	A	F	D-	D	F	E	D+	E+	D-	D
HCM2k95thQ:	14	35	1	10	15	5	6	11	16	19	28	21

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



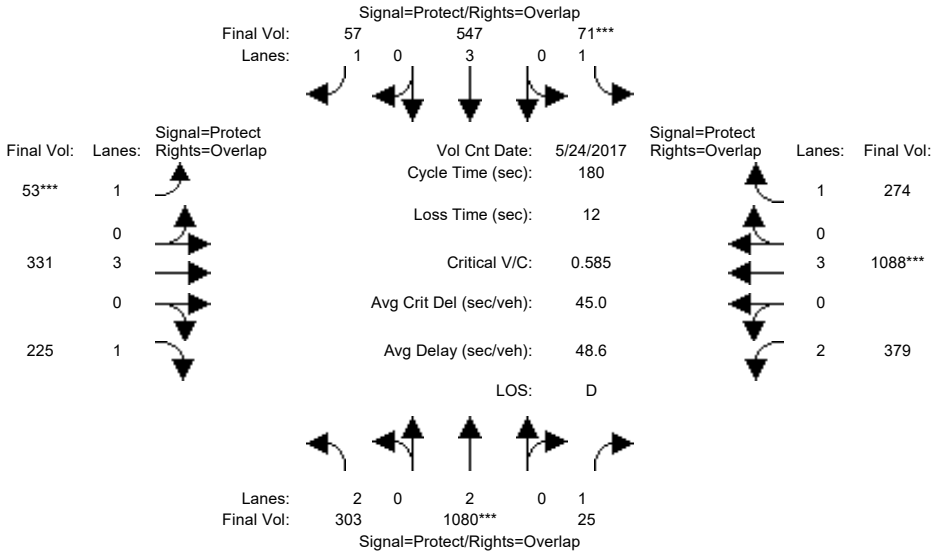
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	253	527	184	160	1127	92	56	1267	437	364	623	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	527	184	160	1127	92	56	1267	437	364	623	143
Added Vol:	5	8	0	0	13	0	0	105	3	15	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	535	184	160	1140	92	56	1372	440	379	697	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	535	184	160	1140	92	56	1372	440	379	697	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	535	184	160	1140	92	56	1372	440	379	697	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	535	184	160	1140	92	56	1372	440	379	697	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.11	0.09	0.20	0.05	0.03	0.24	0.25	0.12	0.12	0.08
Crit Moves:	****				****			****			****	
Green Time:	17.6	36.7	62.5	23.8	42.9	64.3	21.4	51.7	69.2	25.8	56.1	79.9
Volume/Cap:	0.70	0.58	0.25	0.58	0.70	0.12	0.22	0.70	0.54	0.70	0.33	0.15
Uniform Del:	63.7	49.8	28.5	58.4	47.8	25.8	56.9	42.5	29.0	58.4	33.5	17.8
IncremntDel:	5.8	0.9	0.2	3.0	1.4	0.1	0.5	1.1	0.8	4.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.5	50.7	28.7	61.4	49.1	25.9	57.4	43.6	29.8	62.5	33.6	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	50.7	28.7	61.4	49.1	25.9	57.4	43.6	29.8	62.5	33.6	17.9
LOS by Move:	E	D	C	E	D	C	E+	D	C	E	C-	B
HCM2k95thQ:	13	19	11	15	28	5	5	30	26	20	14	7

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



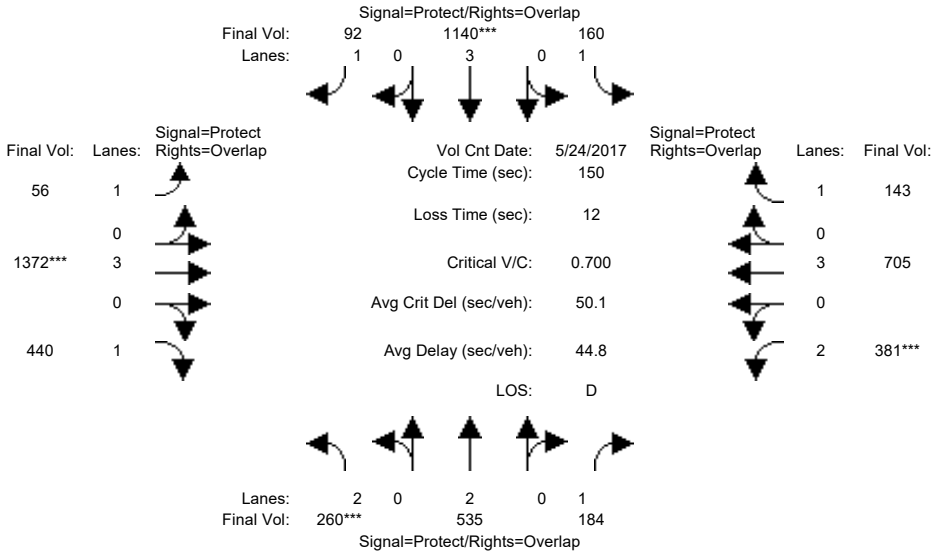
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1068	25	71	543	57	53	288	213	373	950	274
Added Vol:	19	12	0	0	4	0	0	43	12	6	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	1080	25	71	547	57	53	331	225	379	1088	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1080	25	71	547	57	53	331	225	379	1088	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1080	25	71	547	57	53	331	225	379	1088	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	1080	25	71	547	57	53	331	225	379	1088	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.01	0.04	0.10	0.03	0.03	0.06	0.13	0.12	0.19	0.16
Crit Moves:		****		****			****				****	
Green Time:	50.0	87.5	133.4	12.5	49.9	59.2	9.3	22.2	72.2	45.9	58.7	71.2
Volume/Cap:	0.35	0.58	0.02	0.58	0.35	0.10	0.58	0.47	0.32	0.47	0.58	0.40
Uniform Del:	51.9	33.2	6.1	81.2	52.0	41.9	83.4	73.5	37.1	56.8	50.5	39.0
IncremntDel:	0.2	0.5	0.0	7.2	0.1	0.1	9.5	0.5	0.3	0.4	0.5	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	33.7	6.1	88.4	52.1	42.0	92.9	74.0	37.3	57.2	51.0	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	33.7	6.1	88.4	52.1	42.0	92.9	74.0	37.3	57.2	51.0	39.3
LOS by Move:	D-	C-	A	F	D-	D	F	E	D+	E+	D	D
HCM2k95thQ:	14	35	1	10	15	5	6	11	16	19	29	21

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #10: Wolfe Road / El Camino Real



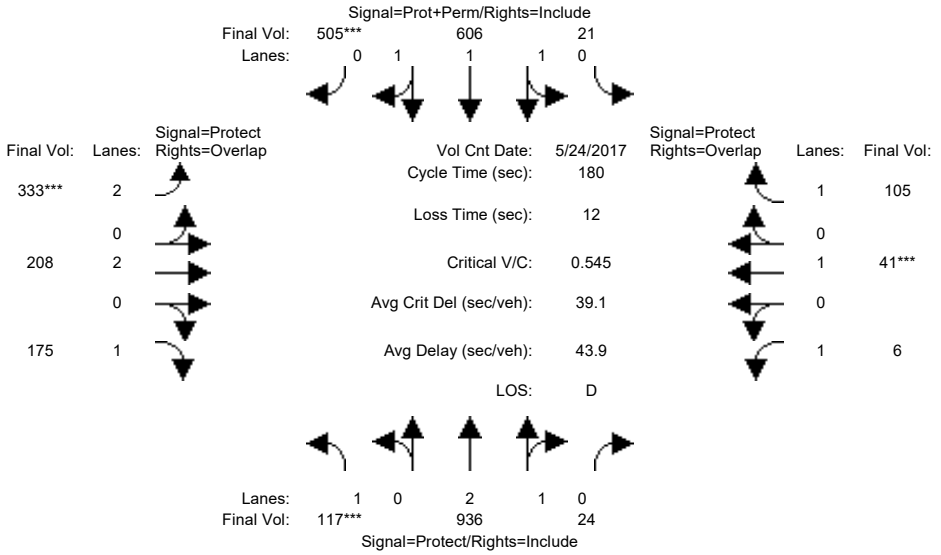
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	253	527	184	160	1127	92	56	1267	437	364	623	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	527	184	160	1127	92	56	1267	437	364	623	143
Added Vol:	7	8	0	0	13	0	0	105	3	17	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	535	184	160	1140	92	56	1372	440	381	705	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	535	184	160	1140	92	56	1372	440	381	705	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	535	184	160	1140	92	56	1372	440	381	705	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	535	184	160	1140	92	56	1372	440	381	705	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.11	0.09	0.20	0.05	0.03	0.24	0.25	0.12	0.12	0.08
Crit Moves:	****				****			****			****	
Green Time:	17.7	36.7	62.6	23.8	42.8	64.1	21.2	51.6	69.2	25.9	56.3	80.1
Volume/Cap:	0.70	0.58	0.25	0.58	0.70	0.12	0.23	0.70	0.54	0.70	0.33	0.15
Uniform Del:	63.6	49.8	28.5	58.4	47.8	26.0	57.1	42.5	29.0	58.4	33.4	17.7
IncremntDel:	5.9	0.9	0.2	2.9	1.4	0.1	0.5	1.1	0.8	4.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.5	50.7	28.6	61.3	49.2	26.1	57.6	43.7	29.8	62.4	33.5	17.8
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:	69.5	50.7	28.6	61.3	49.2	26.1	57.6	43.7	29.8	62.4	33.5	17.8
LOS by Move:	E	D	C	E	D	C	E+	D	C	E	C-	B
HCM2k95thQ:	13	19	11	15	28	5	5	30	26	20	14	7

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



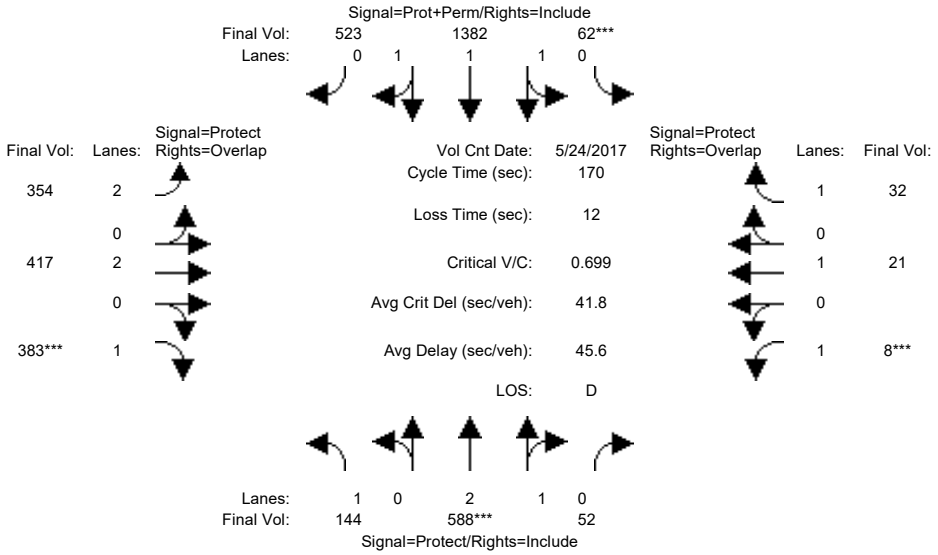
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	115	929	24	21	601	490	311	194	170	6	41	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	929	24	21	601	490	311	194	170	6	41	105
Added Vol:	2	7	0	0	5	15	22	14	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	936	24	21	606	505	333	208	175	6	41	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	936	24	21	606	505	333	208	175	6	41	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	936	24	21	606	505	333	208	175	6	41	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	936	24	21	606	505	333	208	175	6	41	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5460	140	125	3596	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.00	0.17	0.28	0.11	0.05	0.10	0.00	0.02	0.06
Crit Moves:	****					****	****				****	
Green Time:	23.3	61.1	61.1	60.1	97.8	97.8	36.9	27.6	50.9	19.3	10.0	70.1
Volume/Cap:	0.52	0.51	0.51	0.51	0.31	0.52	0.52	0.36	0.35	0.03	0.39	0.15
Uniform Del:	73.1	47.4	47.4	48.1	22.6	26.1	63.6	68.3	51.5	72.0	82.0	35.7
IncremntDel:	2.1	0.2	0.2	0.2	0.0	0.2	0.7	0.4	0.4	0.1	2.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	47.6	47.6	48.3	22.6	26.3	64.4	68.7	51.9	72.1	84.4	35.8
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:	75.1	47.6	47.6	48.3	22.6	26.3	64.4	68.7	51.9	72.1	84.4	35.8
LOS by Move:	E-	D	D	D	C+	C	E	E	D-	E	F	D+
HCM2k95thQ:	13	25	25	24	17	31	18	10	15	1	5	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



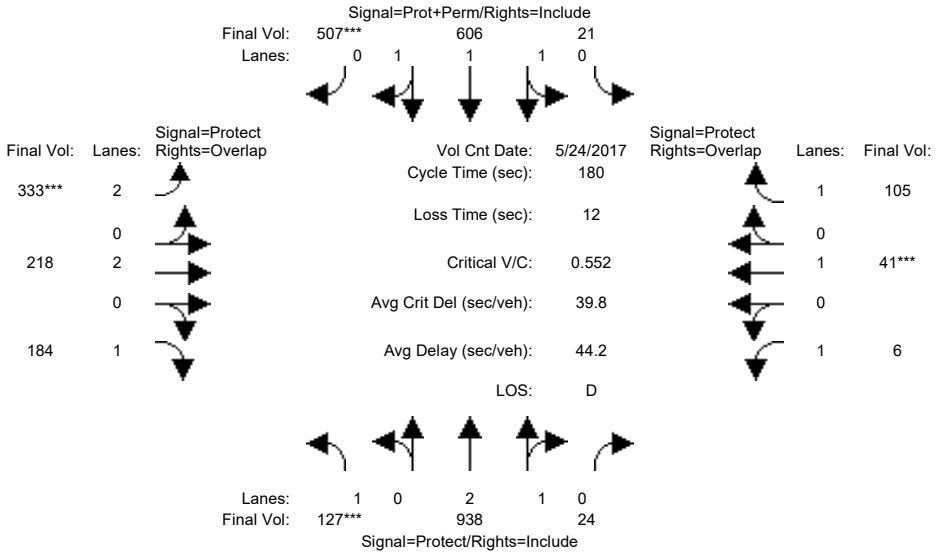
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	138	581	52	62	1375	499	348	407	379	8	21	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	581	52	62	1375	499	348	407	379	8	21	32
Added Vol:	6	7	0	0	7	24	6	10	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	588	52	62	1382	523	354	417	383	8	21	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	588	52	62	1382	523	354	417	383	8	21	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	588	52	62	1382	523	354	417	383	8	21	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	588	52	62	1382	523	354	417	383	8	21	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.75	0.25	0.10	2.09	0.81	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5144	455	173	3864	1462	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.00	0.36	0.36	0.11	0.11	0.22	0.00	0.01	0.02
Crit Moves:		****		****					****	****		
Green Time:	21.9	28.4	28.4	88.8	95.2	95.2	26.8	33.9	55.8	7.0	14.0	102.8
Volume/Cap:	0.64	0.69	0.69	0.69	0.64	0.64	0.71	0.55	0.67	0.11	0.13	0.03
Uniform Del:	70.3	66.6	66.6	30.2	25.6	25.6	67.9	61.2	49.1	78.5	72.3	13.5
IncremntDel:	6.0	2.1	2.1	0.7	0.5	0.5	4.8	0.9	3.0	0.7	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.3	68.8	68.8	30.9	26.1	26.1	72.7	62.1	52.1	79.2	72.7	13.5
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:	76.3	68.8	68.8	30.9	26.1	26.1	72.7	62.1	52.1	79.2	72.7	13.5
LOS by Move:	E-	E	E	C	C	C	E	E	D-	E-	E	B
HCM2k95thQ:	16	21	21	42	39	39	19	17	30	1	2	1

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



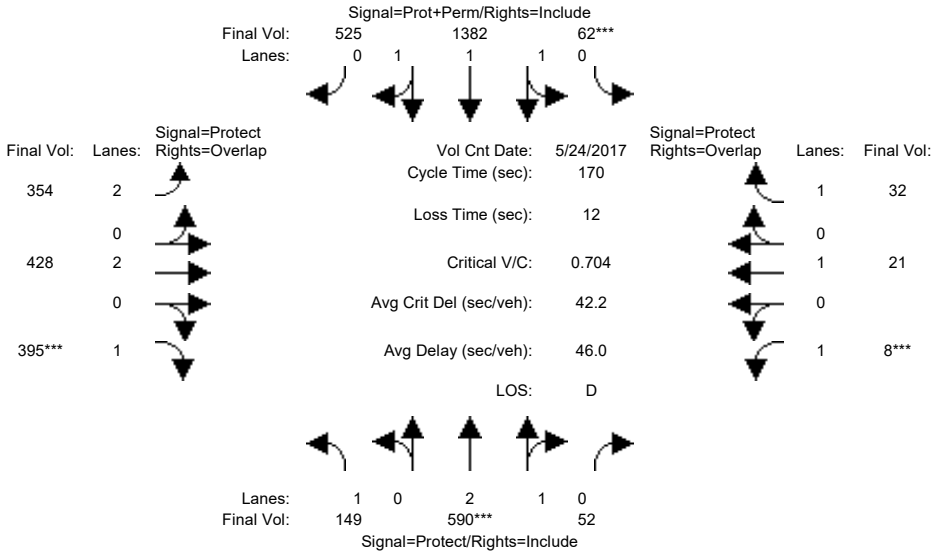
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	115	929	24	21	601	490	311	194	170	6	41	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	929	24	21	601	490	311	194	170	6	41	105
Added Vol:	12	9	0	0	5	17	22	24	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	-3	0	0	0
Initial Fut:	127	938	24	21	606	507	333	218	184	6	41	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	938	24	21	606	507	333	218	184	6	41	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	938	24	21	606	507	333	218	184	6	41	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	938	24	21	606	507	333	218	184	6	41	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5460	140	125	3596	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.00	0.17	0.28	0.11	0.06	0.11	0.00	0.02	0.06
Crit Moves:	****					****	****				****	
Green Time:	24.9	61.4	61.4	60.3	96.8	96.8	36.3	27.6	52.5	18.7	10.0	70.3
Volume/Cap:	0.52	0.50	0.50	0.50	0.31	0.52	0.52	0.37	0.36	0.03	0.39	0.15
Uniform Del:	72.0	47.2	47.2	47.9	23.2	26.8	64.1	68.4	50.4	72.5	82.0	35.6
IncremntDel:	2.1	0.2	0.2	0.2	0.0	0.2	0.8	0.4	0.4	0.1	2.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	47.4	47.4	48.1	23.2	27.0	64.9	68.8	50.9	72.6	84.4	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	47.4	47.4	48.1	23.2	27.0	64.9	68.8	50.9	72.6	84.4	35.7
LOS by Move:	E	D	D	D	C	C	E	E	D	E	F	D+
HCM2k95thQ:	14	25	25	24	17	31	18	10	15	1	5	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #11: Wolfe Road / Fremont Avenue



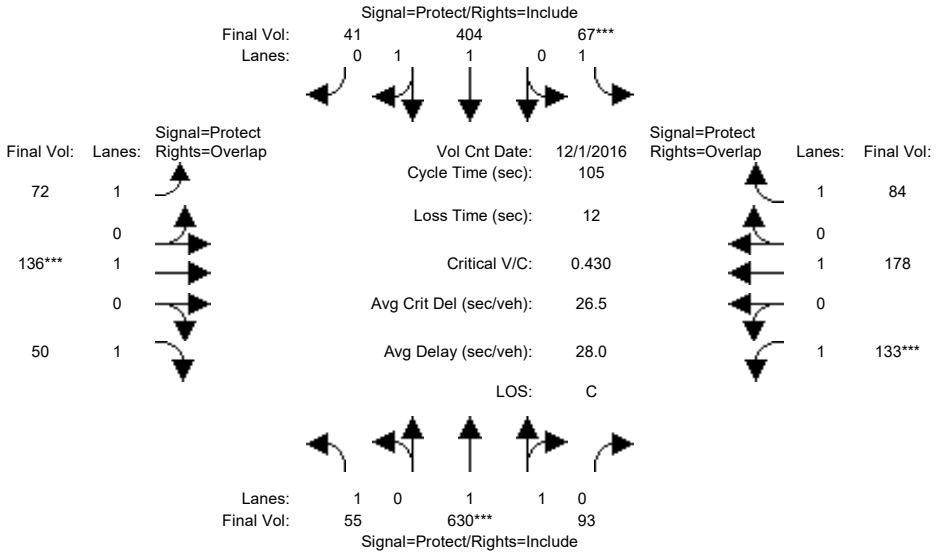
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	138	581	52	62	1375	499	348	407	379	8	21	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	581	52	62	1375	499	348	407	379	8	21	32
Added Vol:	15	9	0	0	7	26	6	21	16	0	0	0
PasserByVol:	-4	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	590	52	62	1382	525	354	428	395	8	21	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	590	52	62	1382	525	354	428	395	8	21	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	590	52	62	1382	525	354	428	395	8	21	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	590	52	62	1382	525	354	428	395	8	21	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.75	0.25	0.10	2.09	0.81	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5146	454	173	3860	1466	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.00	0.36	0.36	0.11	0.11	0.23	0.00	0.01	0.02
Crit Moves:		****		****					****	****		
Green Time:	22.4	28.2	28.2	88.2	94.0	94.0	27.3	34.6	57.0	7.0	14.3	102.5
Volume/Cap:	0.65	0.69	0.69	0.69	0.65	0.65	0.70	0.55	0.67	0.11	0.13	0.03
Uniform Del:	70.1	66.8	66.8	30.7	26.4	26.4	67.5	60.8	48.5	78.5	72.1	13.7
IncremntDel:	6.3	2.2	2.2	0.7	0.5	0.5	4.3	0.9	3.1	0.7	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.4	69.0	69.0	31.4	26.9	26.9	71.8	61.6	51.6	79.2	72.5	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	69.0	69.0	31.4	26.9	26.9	71.8	61.6	51.6	79.2	72.5	13.7
LOS by Move:	E-	E	E	C	C	C	E	E	D-	E-	E	B
HCM2k95thQ:	17	21	21	42	39	39	18	17	31	1	2	1

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	55	630	93	67	404	41	72	136	50	133	178	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	630	93	67	404	41	72	136	50	133	178	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	630	93	67	404	41	72	136	50	133	178	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	630	93	67	404	41	72	136	50	133	178	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	630	93	67	404	41	72	136	50	133	178	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	630	93	67	404	41	72	136	50	133	178	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3224	476	1750	3359	341	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.04	0.12	0.12	0.04	0.07	0.03	0.08	0.09	0.05
Crit Moves:		****		****				****		****		
Green Time:	20.3	47.7	47.7	9.3	36.7	36.7	14.8	17.5	37.8	18.5	21.2	30.5
Volume/Cap:	0.16	0.43	0.43	0.43	0.34	0.34	0.29	0.43	0.08	0.43	0.46	0.17
Uniform Del:	35.2	19.5	19.5	45.3	25.3	25.3	40.4	39.3	22.1	38.5	36.9	27.8
IncremntDel:	0.2	0.2	0.2	1.9	0.2	0.2	0.7	0.9	0.1	1.0	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.5	19.6	19.6	47.2	25.4	25.4	41.0	40.3	22.2	39.5	37.8	27.9
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:	35.5	19.6	19.6	47.2	25.4	25.4	41.0	40.3	22.2	39.5	37.8	27.9
LOS by Move:	D+	B-	B-	D	C	C	D	D	C+	D	D+	C
HCM2k95thQ:	3	15	15	5	11	11	5	8	2	8	9	4

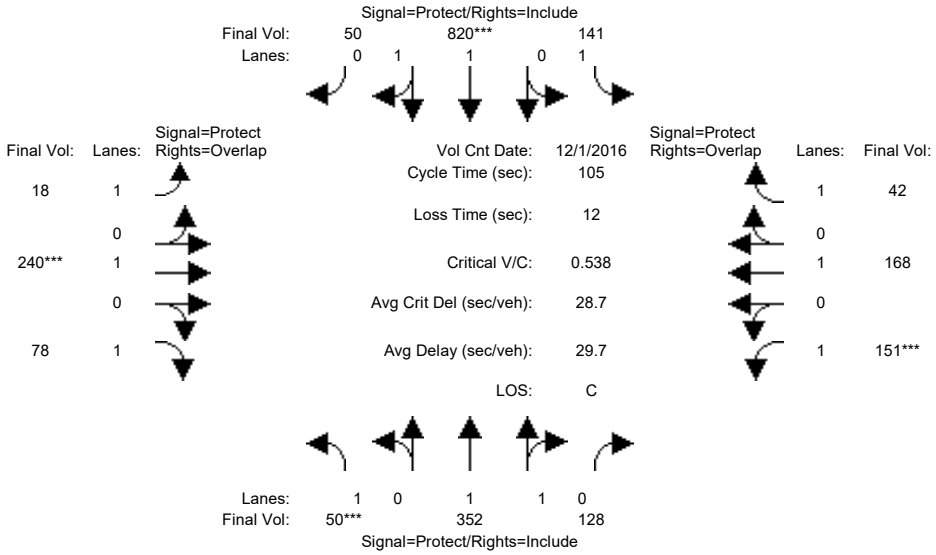
Note: Queue reported is the number of cars per lane.

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



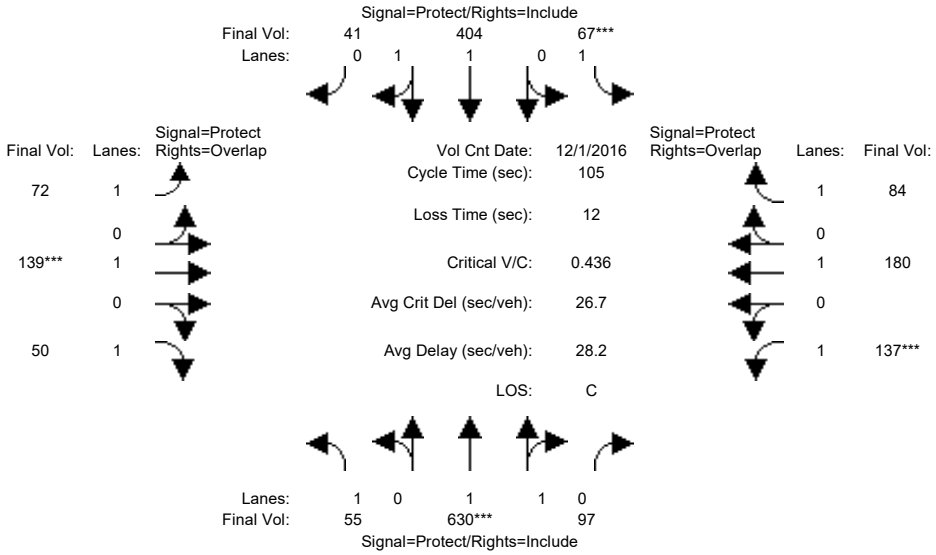
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	50	352	128	141	820	50	18	240	78	151	168	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	352	128	141	820	50	18	240	78	151	168	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	352	128	141	820	50	18	240	78	151	168	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	352	128	141	820	50	18	240	78	151	168	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	352	128	141	820	50	18	240	78	151	168	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	352	128	141	820	50	18	240	78	151	168	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2713	986	1750	3487	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.08	0.24	0.24	0.01	0.13	0.04	0.09	0.09	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.2	32.2	20.0	45.2	45.2	16.8	24.3	31.3	16.6	24.0	44.0
Volume/Cap:	0.43	0.42	0.42	0.42	0.55	0.55	0.06	0.55	0.15	0.55	0.39	0.06
Uniform Del:	47.1	29.0	29.0	37.4	22.3	22.3	37.4	35.5	27.1	40.8	34.3	18.2
IncremntDel:	2.5	0.3	0.3	0.9	0.4	0.4	0.1	1.4	0.1	2.3	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.6	29.3	29.3	38.3	22.7	22.7	37.5	37.0	27.2	43.0	34.8	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	29.3	29.3	38.3	22.7	22.7	37.5	37.0	27.2	43.0	34.8	18.2
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	C	D	C-	B-
HCM2k95thQ:	3	12	12	9	20	20	1	14	4	9	9	2

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



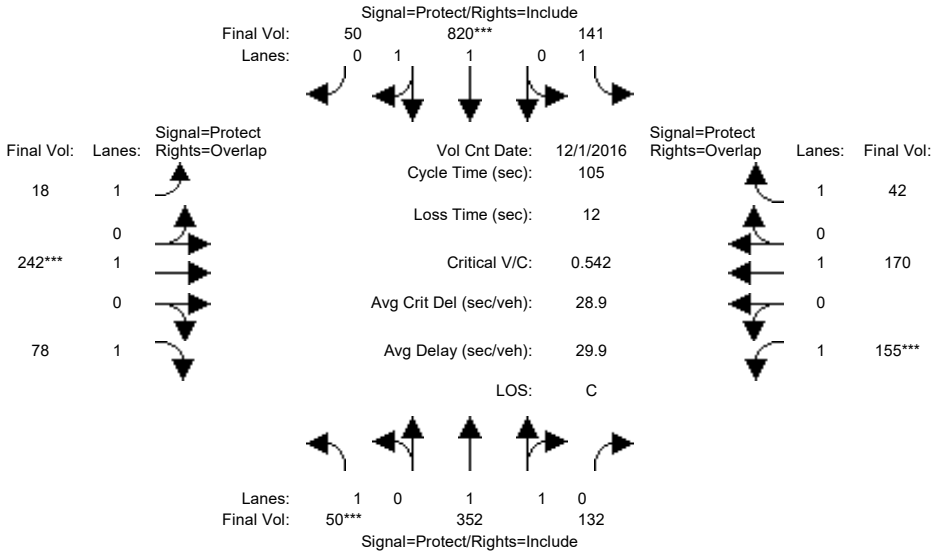
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	55	630	93	67	404	41	72	136	50	133	178	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	630	93	67	404	41	72	136	50	133	178	84
Added Vol:	0	0	4	0	0	0	0	3	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	630	97	67	404	41	72	139	50	137	180	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	630	97	67	404	41	72	139	50	137	180	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	630	97	67	404	41	72	139	50	137	180	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	630	97	67	404	41	72	139	50	137	180	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3206	494	1750	3359	341	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.04	0.12	0.12	0.04	0.07	0.03	0.08	0.09	0.05
Crit Moves:		****		****				****		****		
Green Time:	20.2	47.3	47.3	9.2	36.4	36.4	15.0	17.6	37.8	18.8	21.5	30.7
Volume/Cap:	0.16	0.44	0.44	0.44	0.35	0.35	0.29	0.44	0.08	0.44	0.46	0.16
Uniform Del:	35.4	19.7	19.7	45.4	25.5	25.5	40.2	39.2	22.2	38.3	36.7	27.6
IncremntDel:	0.2	0.2	0.2	2.0	0.2	0.2	0.6	1.0	0.1	1.0	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.6	19.9	19.9	47.4	25.7	25.7	40.9	40.2	22.2	39.3	37.6	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	19.9	19.9	47.4	25.7	25.7	40.9	40.2	22.2	39.3	37.6	27.8
LOS by Move:	D+	B-	B-	D	C	C	D	D	C+	D	D+	C
HCM2k95thQ:	3	15	15	6	11	11	5	9	2	8	9	4

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #1: Mary Avenue / Remington Drive



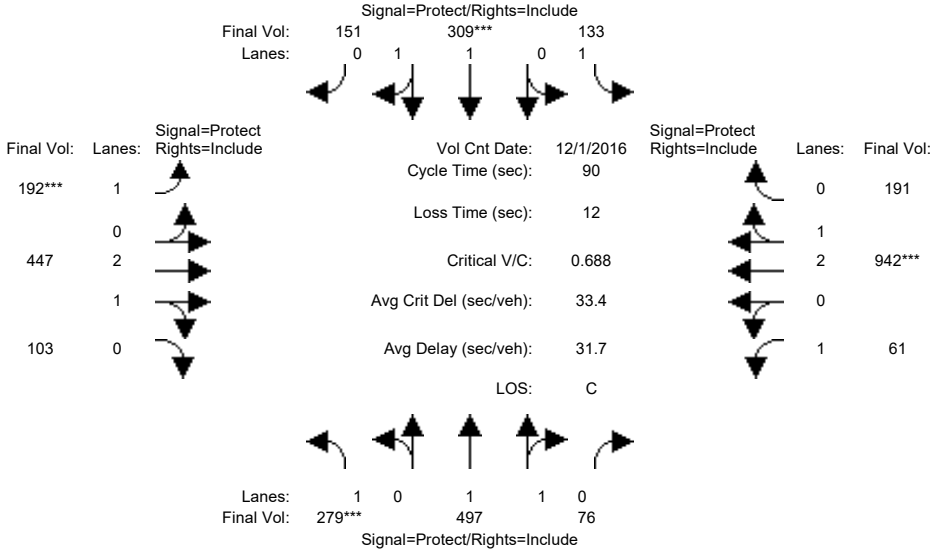
Street Name:	Mary Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	50	352	128	141	820	50	18	240	78	151	168	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	352	128	141	820	50	18	240	78	151	168	42
Added Vol:	0	0	4	0	0	0	0	2	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	352	132	141	820	50	18	242	78	155	170	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	352	132	141	820	50	18	242	78	155	170	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	352	132	141	820	50	18	242	78	155	170	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	352	132	141	820	50	18	242	78	155	170	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2690	1009	1750	3487	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.08	0.24	0.24	0.01	0.13	0.04	0.09	0.09	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.1	32.1	19.8	44.8	44.8	17.0	24.3	31.3	16.9	24.2	44.0
Volume/Cap:	0.43	0.43	0.43	0.43	0.55	0.55	0.06	0.55	0.15	0.55	0.39	0.06
Uniform Del:	47.1	29.1	29.1	37.6	22.5	22.5	37.3	35.6	27.1	40.6	34.1	18.2
IncremntDel:	2.5	0.3	0.3	0.9	0.4	0.4	0.1	1.5	0.1	2.3	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.6	29.4	29.4	38.5	23.0	23.0	37.4	37.1	27.2	42.9	34.7	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	29.4	29.4	38.5	23.0	23.0	37.4	37.1	27.2	42.9	34.7	18.2
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	C	D	C-	B-
HCM2k95thQ:	3	12	12	9	20	20	1	14	4	10	9	2

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



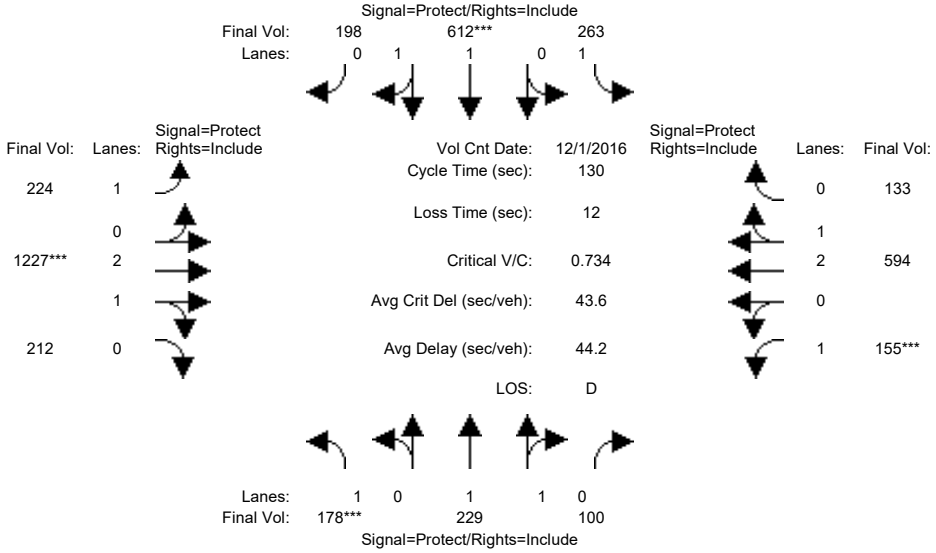
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	279	497	76	133	309	151	192	415	103	61	923	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	497	76	133	309	151	192	415	103	61	923	191
Added Vol:	0	0	0	0	0	0	0	32	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	497	76	133	309	151	192	447	103	61	942	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	497	76	133	309	151	192	447	103	61	942	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	497	76	133	309	151	192	447	103	61	942	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	497	76	133	309	151	192	447	103	61	942	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.33	0.67	1.00	2.42	0.58	1.00	2.48	0.52
Final Sat.:	1750	3209	491	1750	2485	1214	1750	4550	1048	1750	4655	944
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.15	0.08	0.12	0.12	0.11	0.10	0.10	0.03	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	20.9	24.7	24.7	12.4	16.3	16.3	14.4	24.0	24.0	16.8	26.5	26.5
Volume/Cap:	0.69	0.56	0.56	0.55	0.69	0.69	0.69	0.37	0.37	0.19	0.69	0.69
Uniform Del:	31.6	28.0	28.0	36.2	34.5	34.5	35.7	26.8	26.8	30.8	28.1	28.1
IncremntDel:	4.9	0.7	0.7	2.7	3.0	3.0	7.0	0.2	0.2	0.3	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.5	28.7	28.7	38.9	37.5	37.5	42.7	27.0	27.0	31.1	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	28.7	28.7	38.9	37.5	37.5	42.7	27.0	27.0	31.1	29.3	29.3
LOS by Move:	D+	C	C	D+	D+	D+	D	C	C	C	C	C
HCM2k95thQ:	17	14	14	7	12	12	13	9	9	3	17	17

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



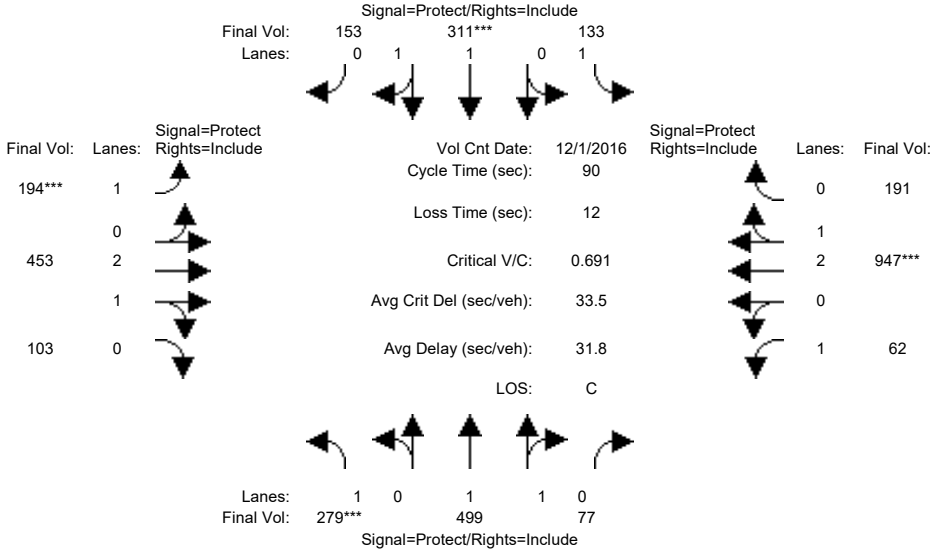
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	178	229	100	263	612	198	224	1199	212	155	566	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	229	100	263	612	198	224	1199	212	155	566	133
Added Vol:	0	0	0	0	0	0	0	28	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	229	100	263	612	198	224	1227	212	155	594	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	229	100	263	612	198	224	1227	212	155	594	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	229	100	263	612	198	224	1227	212	155	594	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	229	100	263	612	198	224	1227	212	155	594	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.38	0.62	1.00	1.50	0.50	1.00	2.54	0.46	1.00	2.43	0.57
Final Sat.:	1750	2575	1124	1750	2795	904	1750	4774	825	1750	4574	1024
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.15	0.22	0.22	0.13	0.26	0.26	0.09	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	18.0	21.1	21.1	35.7	38.8	38.8	30.4	45.5	45.5	15.7	30.8	30.8
Volume/Cap:	0.73	0.55	0.55	0.55	0.73	0.73	0.55	0.73	0.73	0.73	0.55	0.55
Uniform Del:	53.7	50.1	50.1	40.3	41.0	41.0	43.8	36.9	36.9	55.1	43.5	43.5
IncremntDel:	11.0	1.1	1.1	1.3	2.6	2.6	1.6	1.5	1.5	12.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	51.1	51.1	41.6	43.6	43.6	45.3	38.4	38.4	67.7	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	51.1	51.1	41.6	43.6	43.6	45.3	38.4	38.4	67.7	44.0	44.0
LOS by Move:	E	D-	D-	D	D	D	D	D+	D+	E	D	D
HCM2k95thQ:	17	13	13	17	26	26	17	31	31	13	16	16

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



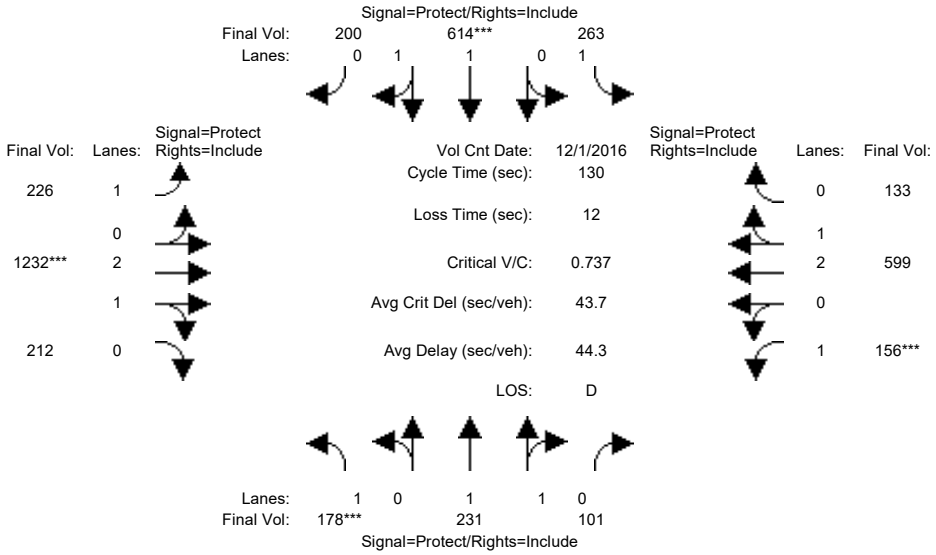
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	279	497	76	133	309	151	192	415	103	61	923	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	497	76	133	309	151	192	415	103	61	923	191
Added Vol:	0	2	1	0	2	2	2	38	0	1	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	499	77	133	311	153	194	453	103	62	947	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	499	77	133	311	153	194	453	103	62	947	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	499	77	133	311	153	194	453	103	62	947	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	499	77	133	311	153	194	453	103	62	947	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.32	0.68	1.00	2.42	0.58	1.00	2.48	0.52
Final Sat.:	1750	3205	495	1750	2479	1220	1750	4561	1037	1750	4659	940
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.13	0.13	0.11	0.10	0.10	0.04	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	20.8	24.7	24.7	12.4	16.3	16.3	14.4	24.1	24.1	16.8	26.5	26.5
Volume/Cap:	0.69	0.57	0.57	0.55	0.69	0.69	0.69	0.37	0.37	0.19	0.69	0.69
Uniform Del:	31.7	28.0	28.0	36.2	34.5	34.5	35.7	26.8	26.8	30.8	28.1	28.1
IncremntDel:	5.1	0.8	0.8	2.8	3.1	3.1	7.2	0.2	0.2	0.3	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.7	28.8	28.8	39.0	37.6	37.6	42.9	27.0	27.0	31.1	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	28.8	28.8	39.0	37.6	37.6	42.9	27.0	27.0	31.1	29.4	29.4
LOS by Move:	D+	C	C	D	D+	D+	D	C	C	C	C	C
HCM2k95thQ:	17	14	14	7	12	12	13	9	9	3	17	17

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #2: Mary Avenue / Fremont Avenue



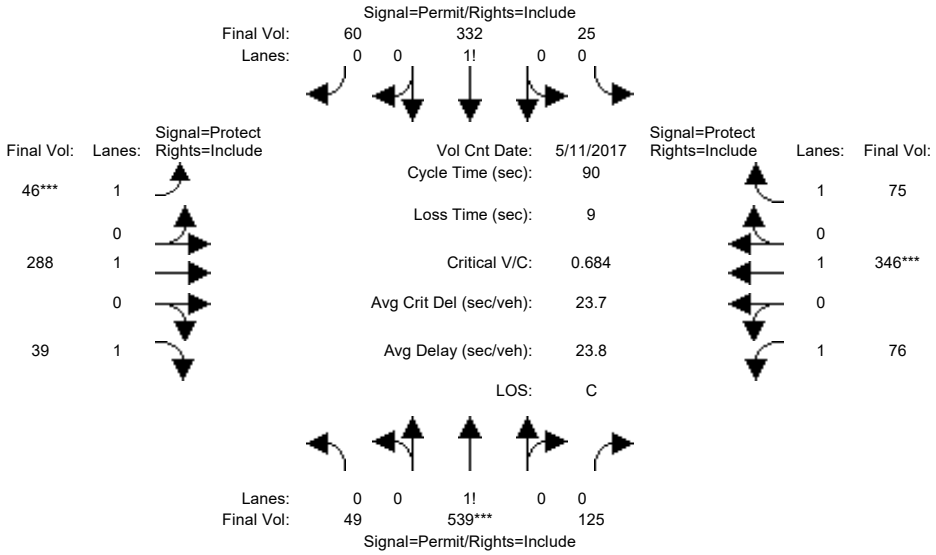
Street Name:	Mary Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	7	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	178	229	100	263	612	198	224	1199	212	155	566	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	229	100	263	612	198	224	1199	212	155	566	133
Added Vol:	0	2	1	0	2	2	2	33	0	1	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	231	101	263	614	200	226	1232	212	156	599	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	231	101	263	614	200	226	1232	212	156	599	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	231	101	263	614	200	226	1232	212	156	599	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	231	101	263	614	200	226	1232	212	156	599	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.37	0.63	1.00	1.50	0.50	1.00	2.54	0.46	1.00	2.43	0.57
Final Sat.:	1750	2574	1125	1750	2790	909	1750	4777	822	1750	4581	1017
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.15	0.22	0.22	0.13	0.26	0.26	0.09	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	17.9	21.2	21.2	35.5	38.8	38.8	30.4	45.5	45.5	15.7	30.8	30.8
Volume/Cap:	0.74	0.55	0.55	0.55	0.74	0.74	0.55	0.74	0.74	0.74	0.55	0.55
Uniform Del:	53.8	50.0	50.0	40.4	41.0	41.0	43.8	37.0	37.0	55.1	43.5	43.5
IncremntDel:	11.3	1.1	1.1	1.4	2.6	2.6	1.6	1.5	1.5	12.7	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.0	51.1	51.1	41.8	43.6	43.6	45.4	38.5	38.5	67.9	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	51.1	51.1	41.8	43.6	43.6	45.4	38.5	38.5	67.9	44.0	44.0
LOS by Move:	E	D-	D-	D	D	D	D	D+	D+	E	D	D
HCM2k95thQ:	17	13	13	17	26	26	17	31	31	13	16	16

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



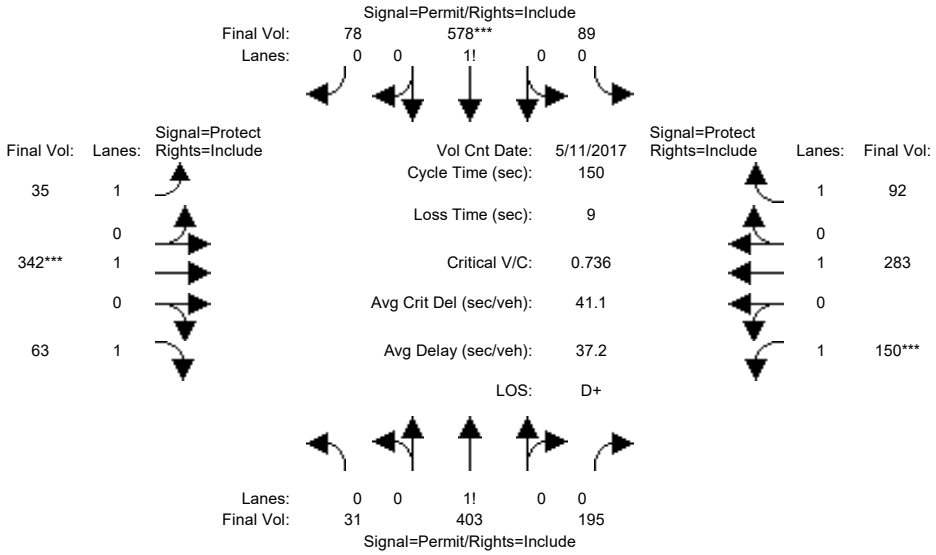
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	49	538	124	25	328	60	46	288	39	68	346	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	538	124	25	328	60	46	288	39	68	346	75
Added Vol:	0	1	1	0	4	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	539	125	25	332	60	46	288	39	76	346	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	539	125	25	332	60	46	288	39	76	346	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	539	125	25	332	60	46	288	39	76	346	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	539	125	25	332	60	46	288	39	76	346	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.76	0.17	0.06	0.80	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	120	1323	307	105	1393	252	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.24	0.24	0.24	0.03	0.15	0.02	0.04	0.18	0.04
Crit Moves:		****					****				****	
Green Time:	51.1	51.1	51.1	51.1	51.1	51.1	7.0	19.7	19.7	10.1	22.9	22.9
Volume/Cap:	0.72	0.72	0.72	0.42	0.42	0.42	0.34	0.69	0.10	0.39	0.72	0.17
Uniform Del:	14.2	14.2	14.2	11.0	11.0	11.0	39.3	32.3	28.1	37.1	30.6	26.2
IncremntDel:	2.5	2.5	2.5	0.3	0.3	0.3	1.5	4.9	0.1	1.3	5.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.7	16.7	16.7	11.3	11.3	11.3	40.8	37.2	28.2	38.3	35.7	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	11.3	11.3	11.3	40.8	37.2	28.2	38.3	35.7	26.3
LOS by Move:	B	B	B	B+	B+	B+	D	D+	C	D+	D+	C
HCM2k95thQ:	29	29	29	14	14	14	3	14	2	4	15	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



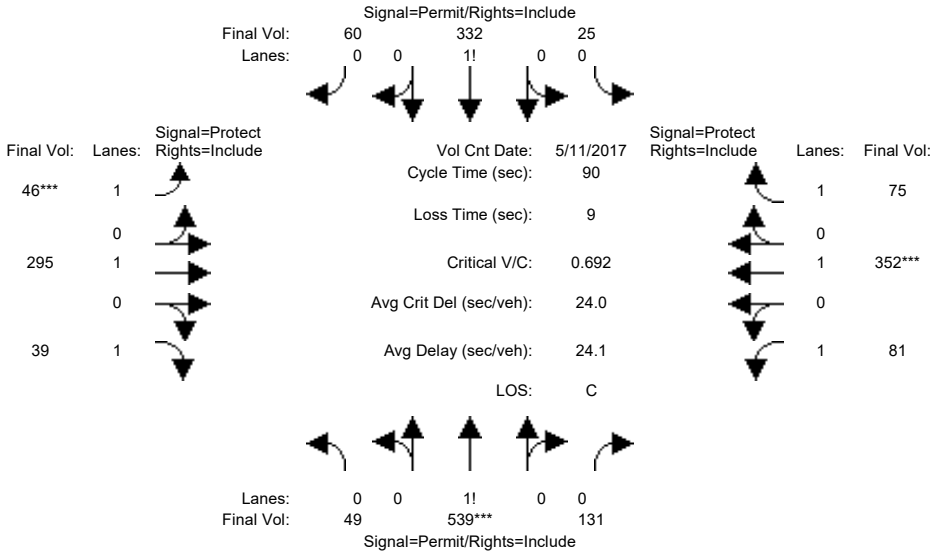
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	31	399	187	89	577	78	35	342	63	149	283	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	399	187	89	577	78	35	342	63	149	283	92
Added Vol:	0	4	8	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	403	195	89	578	78	35	342	63	150	283	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	403	195	89	578	78	35	342	63	150	283	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	403	195	89	578	78	35	342	63	150	283	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	403	195	89	578	78	35	342	63	150	283	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.64	0.31	0.12	0.78	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	86	1121	543	209	1358	183	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.43	0.43	0.43	0.02	0.18	0.04	0.09	0.15	0.05
Crit Moves:					****			****		****		
Green Time:	86.8	86.8	86.8	86.8	86.8	86.8	12.9	36.7	36.7	17.5	41.3	41.3
Volume/Cap:	0.62	0.62	0.62	0.74	0.74	0.74	0.23	0.74	0.15	0.74	0.54	0.19
Uniform Del:	20.8	20.8	20.8	23.2	23.2	23.2	63.9	52.2	44.4	64.0	46.3	41.6
IncremntDel:	1.2	1.2	1.2	2.8	2.8	2.8	0.8	6.0	0.2	13.0	1.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.0	22.0	22.0	26.0	26.0	26.0	64.7	58.2	44.5	77.1	47.5	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:	22.0	22.0	22.0	26.0	26.0	26.0	64.7	58.2	44.5	77.1	47.5	41.8
LOS by Move:	C+	C+	C+	C	C	C	E	E+	D	E-	D	D
HCM2k95thQ:	34	34	34	45	45	45	3	25	5	13	19	6

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



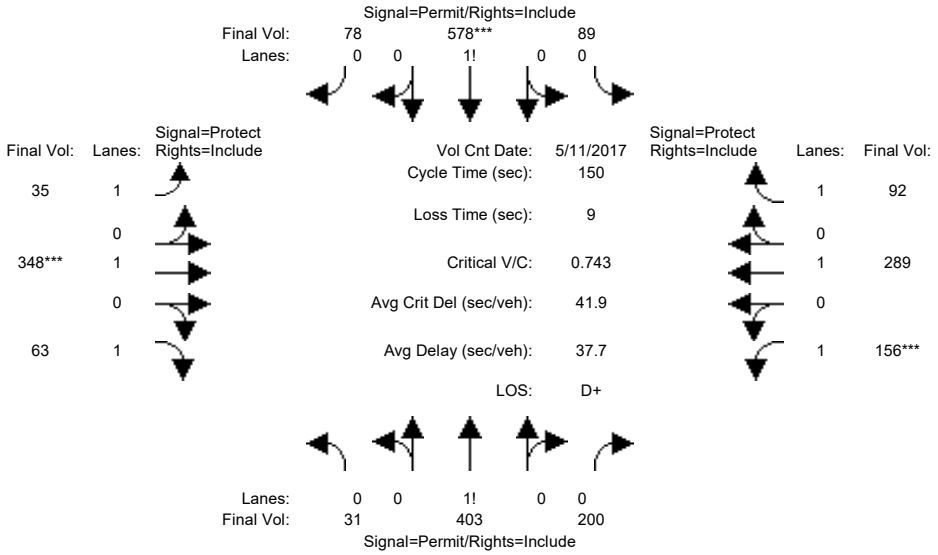
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	49	538	124	25	328	60	46	288	39	68	346	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	538	124	25	328	60	46	288	39	68	346	75
Added Vol:	0	1	7	0	4	0	0	7	0	13	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	539	131	25	332	60	46	295	39	81	352	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	539	131	25	332	60	46	295	39	81	352	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	539	131	25	332	60	46	295	39	81	352	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	539	131	25	332	60	46	295	39	81	352	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.75	0.18	0.06	0.80	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	119	1312	319	105	1393	252	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.24	0.24	0.24	0.03	0.16	0.02	0.05	0.19	0.04
Crit Moves:		****					****				****	
Green Time:	51.0	51.0	51.0	51.0	51.0	51.0	7.0	20.0	20.0	10.0	23.0	23.0
Volume/Cap:	0.73	0.73	0.73	0.42	0.42	0.42	0.34	0.70	0.10	0.42	0.73	0.17
Uniform Del:	14.3	14.3	14.3	11.1	11.1	11.1	39.3	32.2	27.9	37.3	30.6	26.1
IncremntDel:	2.7	2.7	2.7	0.3	0.3	0.3	1.5	5.1	0.1	1.4	5.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.0	17.0	17.0	11.4	11.4	11.4	40.8	37.4	28.0	38.7	36.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	11.4	11.4	11.4	40.8	37.4	28.0	38.7	36.0	26.2
LOS by Move:	B	B	B	B+	B+	B+	D	D+	C	D+	D+	C
HCM2k95thQ:	29	29	29	14	14	14	3	14	2	4	15	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #3: Hollenbeck Avenue / Remington Drive



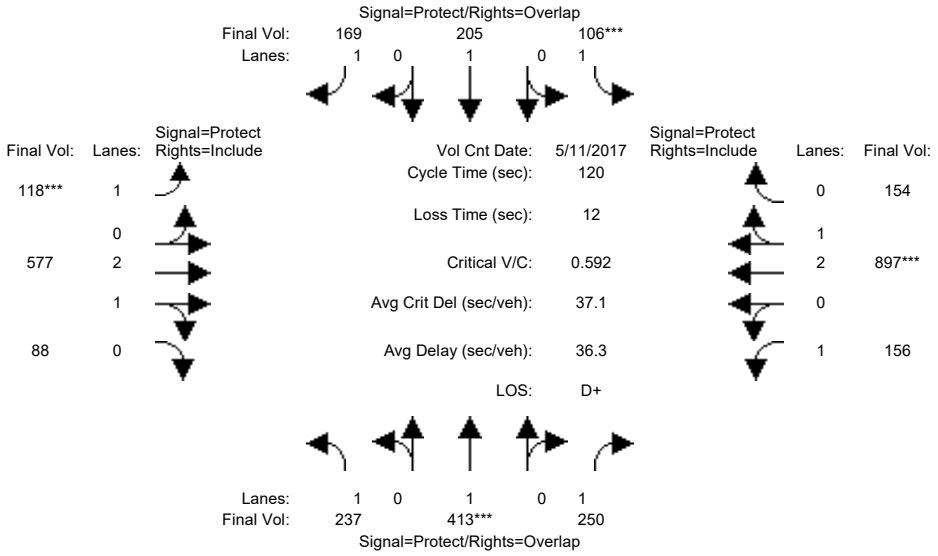
Street Name:	Hollenbeck Avenue						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	31	399	187	89	577	78	35	342	63	149	283	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	399	187	89	577	78	35	342	63	149	283	92
Added Vol:	0	4	13	0	1	0	0	6	0	7	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	403	200	89	578	78	35	348	63	156	289	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	403	200	89	578	78	35	348	63	156	289	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	403	200	89	578	78	35	348	63	156	289	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	403	200	89	578	78	35	348	63	156	289	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.64	0.31	0.12	0.78	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	86	1112	552	209	1358	183	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.43	0.43	0.43	0.02	0.18	0.04	0.09	0.15	0.05
Crit Moves:					****			****		****		
Green Time:	86.0	86.0	86.0	86.0	86.0	86.0	12.9	37.0	37.0	18.0	42.1	42.1
Volume/Cap:	0.63	0.63	0.63	0.74	0.74	0.74	0.23	0.74	0.15	0.74	0.54	0.19
Uniform Del:	21.4	21.4	21.4	23.8	23.8	23.8	63.9	52.1	44.2	63.8	45.8	41.0
IncremntDel:	1.3	1.3	1.3	3.0	3.0	3.0	0.8	6.3	0.2	13.3	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.7	22.7	22.7	26.8	26.8	26.8	64.7	58.4	44.3	77.1	46.9	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	26.8	26.8	26.8	64.7	58.4	44.3	77.1	46.9	41.2
LOS by Move:	C+	C+	C+	C	C	C	E	E+	D	E-	D	D
HCM2k95thQ:	35	35	35	45	45	45	3	26	5	14	20	6

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



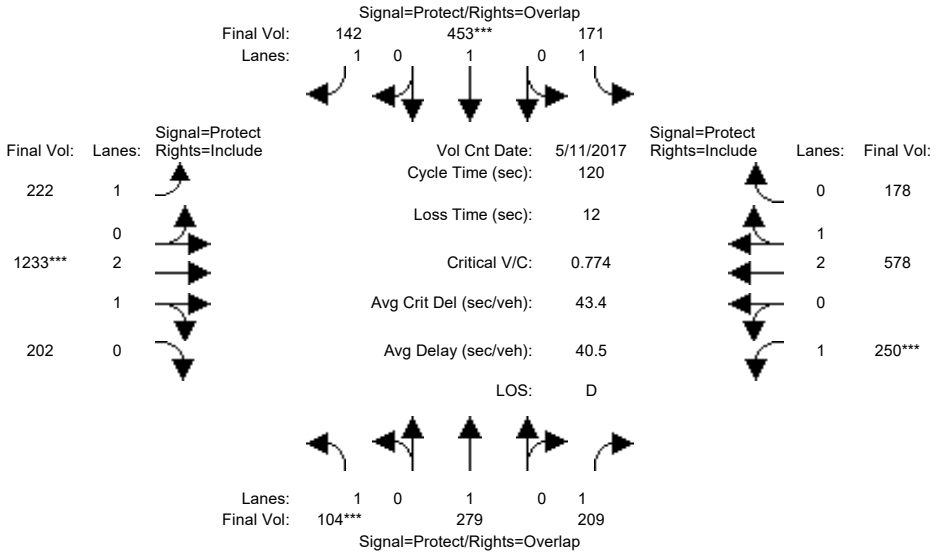
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	237	411	250	105	205	169	117	546	88	156	878	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	411	250	105	205	169	117	546	88	156	878	149
Added Vol:	0	2	0	1	0	0	1	31	0	0	19	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	413	250	106	205	169	118	577	88	156	897	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	413	250	106	205	169	118	577	88	156	897	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	413	250	106	205	169	118	577	88	156	897	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	413	250	106	205	169	118	577	88	156	897	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	2.54	0.46
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4858	741	1750	4778	820
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.14	0.06	0.11	0.10	0.07	0.12	0.12	0.09	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	31.3	44.0	66.2	12.3	25.0	38.6	13.7	29.5	29.5	22.2	38.0	38.0
Volume/Cap:	0.52	0.59	0.26	0.59	0.52	0.30	0.59	0.48	0.48	0.48	0.59	0.59
Uniform Del:	37.9	30.7	14.1	51.5	42.2	30.5	50.5	38.7	38.7	43.8	34.5	34.5
IncremntDel:	1.1	1.4	0.1	5.2	1.2	0.3	4.7	0.3	0.3	1.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.9	32.1	14.2	56.7	43.4	30.8	55.2	39.0	39.0	44.9	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	32.1	14.2	56.7	43.4	30.8	55.2	39.0	39.0	44.9	35.0	35.0
LOS by Move:	D+	C-	B	E+	D	C	E+	D+	D+	D	D+	D+
HCM2k95thQ:	16	23	10	10	14	10	9	13	13	10	19	19

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



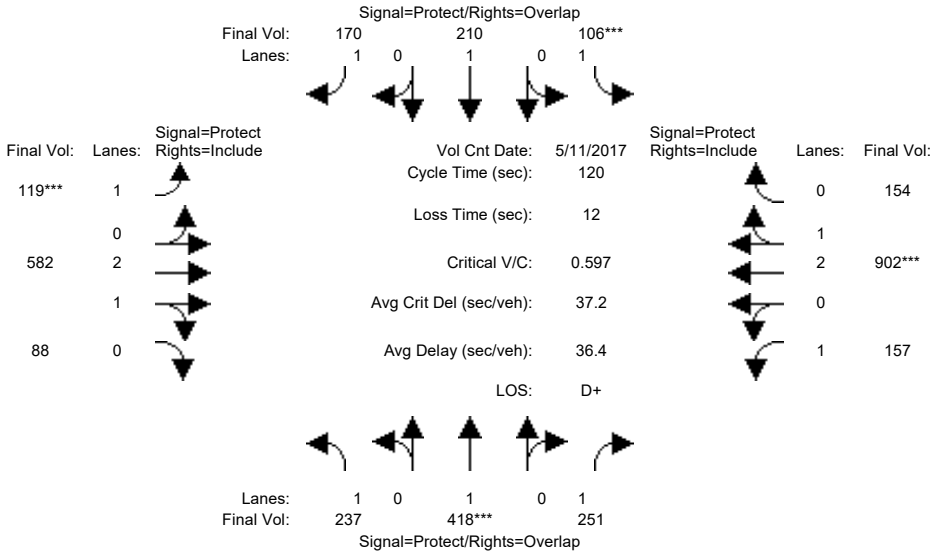
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	104	279	209	166	451	141	222	1205	202	250	551	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	279	209	166	451	141	222	1205	202	250	551	177
Added Vol:	0	0	0	5	2	1	0	28	0	0	27	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	279	209	171	453	142	222	1233	202	250	578	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	279	209	171	453	142	222	1233	202	250	578	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	279	209	171	453	142	222	1233	202	250	578	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	279	209	171	453	142	222	1233	202	250	578	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.27	0.73
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4811	788	1750	4280	1318
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.10	0.24	0.08	0.13	0.26	0.26	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	9.2	27.7	49.8	18.4	36.9	66.9	30.0	39.7	39.7	22.1	31.9	31.9
Volume/Cap:	0.77	0.64	0.29	0.64	0.77	0.15	0.51	0.77	0.77	0.77	0.51	0.51
Uniform Del:	54.4	41.6	23.3	47.6	37.7	12.8	38.7	36.1	36.1	46.6	37.4	37.4
IncremntDel:	24.0	3.1	0.2	5.0	6.4	0.1	1.0	2.1	2.1	11.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.4	44.7	23.5	52.6	44.1	12.9	39.7	38.2	38.2	57.7	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	44.7	23.5	52.6	44.1	12.9	39.7	38.2	38.2	57.7	37.7	37.7
LOS by Move:	E-	D	C	D-	D	B	D	D+	D+	E+	D+	D+
HCM2k95thQ:	11	18	11	14	29	5	14	28	28	17	14	14

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



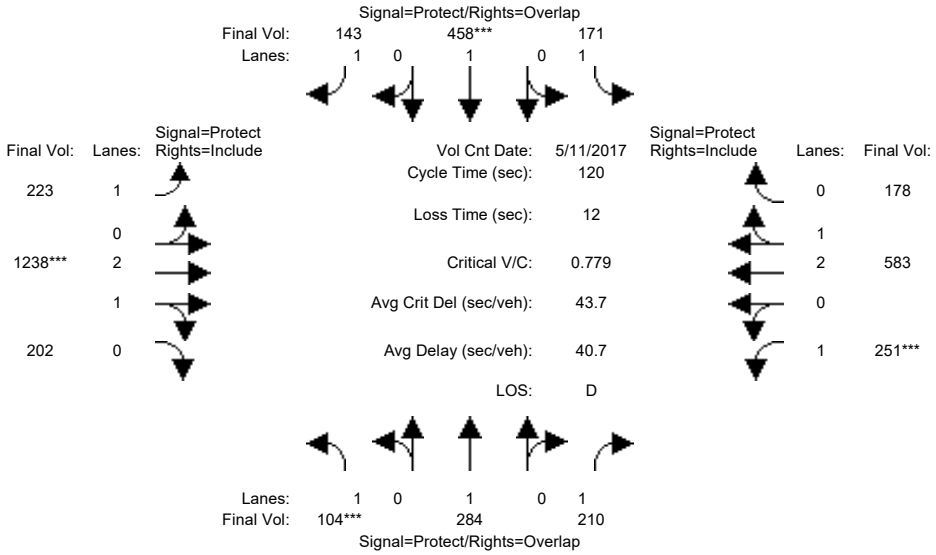
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	237	411	250	105	205	169	117	546	88	156	878	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	411	250	105	205	169	117	546	88	156	878	149
Added Vol:	0	7	1	1	5	1	2	36	0	1	24	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	418	251	106	210	170	119	582	88	157	902	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	418	251	106	210	170	119	582	88	157	902	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	418	251	106	210	170	119	582	88	157	902	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	418	251	106	210	170	119	582	88	157	902	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	2.55	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4864	735	1750	4782	816
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.14	0.06	0.11	0.10	0.07	0.12	0.12	0.09	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	31.1	44.2	66.3	12.2	25.3	39.0	13.7	29.5	29.5	22.1	37.9	37.9
Volume/Cap:	0.52	0.60	0.26	0.60	0.52	0.30	0.60	0.49	0.49	0.49	0.60	0.60
Uniform Del:	38.1	30.7	14.0	51.6	42.0	30.3	50.5	38.8	38.8	43.9	34.6	34.6
IncremntDel:	1.1	1.4	0.1	5.5	1.3	0.3	4.9	0.3	0.3	1.2	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.2	32.1	14.2	57.0	43.2	30.6	55.4	39.0	39.0	45.0	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	32.1	14.2	57.0	43.2	30.6	55.4	39.0	39.0	45.0	35.2	35.2
LOS by Move:	D	C-	B	E+	D	C	E+	D	D	D	D+	D+
HCM2k95thQ:	16	23	10	10	14	10	9	13	13	10	19	19

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #4: Hollenbeck Avenue / Fremont Avenue



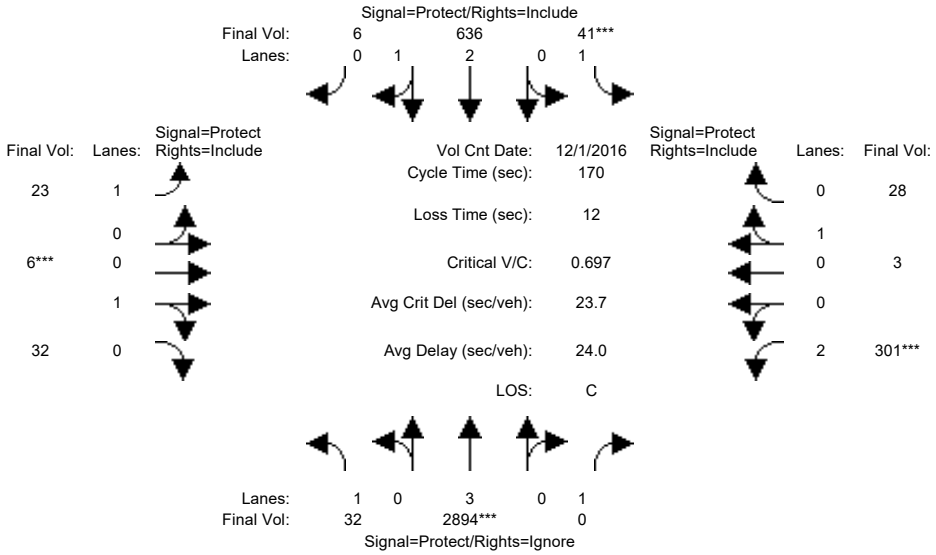
Street Name:	Hollenbeck Avenue						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	104	279	209	166	451	141	222	1205	202	250	551	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	279	209	166	451	141	222	1205	202	250	551	177
Added Vol:	0	5	1	5	7	2	1	33	0	1	32	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	284	210	171	458	143	223	1238	202	251	583	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	284	210	171	458	143	223	1238	202	251	583	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	284	210	171	458	143	223	1238	202	251	583	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	284	210	171	458	143	223	1238	202	251	583	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.27	0.73
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4813	785	1750	4288	1309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.10	0.24	0.08	0.13	0.26	0.26	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	9.2	28.0	50.1	18.3	37.1	67.0	29.9	39.6	39.6	22.1	31.9	31.9
Volume/Cap:	0.78	0.64	0.29	0.64	0.78	0.15	0.51	0.78	0.78	0.78	0.51	0.51
Uniform Del:	54.4	41.5	23.1	47.8	37.7	12.8	38.8	36.2	36.2	46.6	37.5	37.5
IncremntDel:	24.8	3.2	0.2	5.2	6.6	0.1	1.0	2.2	2.2	11.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.2	44.6	23.4	53.0	44.3	12.8	39.8	38.4	38.4	58.1	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	44.6	23.4	53.0	44.3	12.8	39.8	38.4	38.4	58.1	37.8	37.8
LOS by Move:	E-	D	C	D-	D	B	D	D+	D+	E+	D+	D+
HCM2k95thQ:	11	19	11	14	29	5	14	28	28	17	14	14

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:Sunnyvale-Saratoga Road/Mathilda Talisman Drive/Sunnyvale-Saratoga

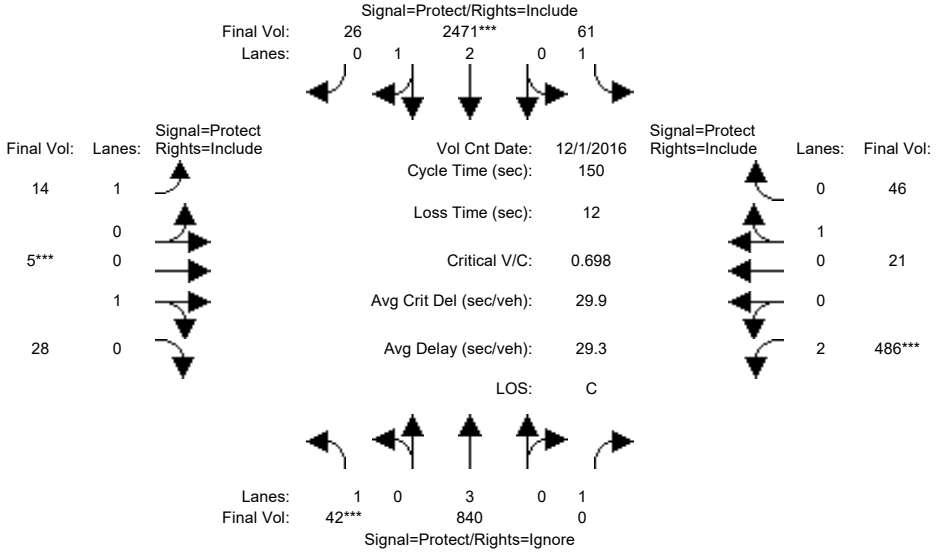
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM																
Base Vol:	31	2457	576		41	525	6		23	6	32		299	3	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	2457	576		41	525	6		23	6	32		299	3	28	
Added Vol:	1	437	0		0	111	0		0	0	0		2	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	2894	576		41	636	6		23	6	32		301	3	28	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	2894	0		41	636	6		23	6	32		301	3	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	2894	0		41	636	6		23	6	32		301	3	28	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	2894	0		41	636	6		23	6	32		301	3	28	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		1.00	0.16	0.84		2.00	0.10	0.90	
Final Sat.:	1750	5700	1750		1750	5548	52		1750	284	1516		3150	174	1626	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.51	0.00		0.02	0.11	0.11		0.01	0.02	0.02		0.10	0.02	0.02	
Crit Moves:		****			****					****			****			
Green Time:	33.2	119	0.0		7.0	92.5	92.5		13.3	10.0	10.0		22.3	19.0	19.0	
Volume/Cap:	0.09	0.73	0.00		0.57	0.21	0.21		0.17	0.36	0.36		0.73	0.15	0.15	
Uniform Del:	56.1	15.7	0.0		80.0	20.0	20.0		73.2	76.9	76.9		70.9	68.2	68.2	
IncremntDel:	0.1	0.7	0.0		10.3	0.0	0.0		0.6	2.1	2.1		6.4	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	56.2	16.4	0.0		90.4	20.0	20.0		73.8	79.0	79.0		77.3	68.6	68.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.2	16.4	0.0		90.4	20.0	20.0		73.8	79.0	79.0		77.3	68.6	68.6	
LOS by Move:	E+	B	A		F	C+	C+		E	E-	E-		E-	E	E	
HCM2k95thQ:	3	49	0		6	11	11		3	5	5		19	3	3	

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



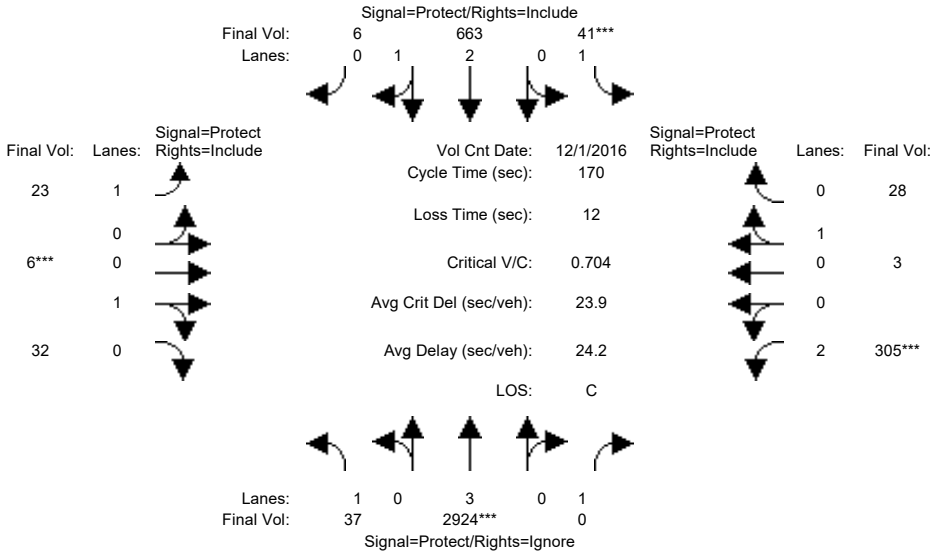
Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	41	648	617		61	2052	26		14	5	28		486	21	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	41	648	617		61	2052	26		14	5	28		486	21	46	
Added Vol:	1	192	2		0	419	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	42	840	619		61	2471	26		14	5	28		486	21	46	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	42	840	0		61	2471	26		14	5	28		486	21	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	840	0		61	2471	26		14	5	28		486	21	46	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	42	840	0		61	2471	26		14	5	28		486	21	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		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		1.00	0.15	0.85		2.00	0.31	0.69	
Final Sat.:	1750	5700	1750		1750	5542	58		1750	273	1527		3150	564	1236	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.15	0.00		0.03	0.45	0.45		0.01	0.02	0.02		0.15	0.04	0.04	
Crit Moves:	****					****				****			****			
Green Time:	7.0	73.6	0.0		23.3	89.9	89.9		16.9	10.0	10.0		31.1	24.2	24.2	
Volume/Cap:	0.51	0.30	0.00		0.22	0.74	0.74		0.07	0.28	0.28		0.74	0.23	0.23	
Uniform Del:	69.8	22.8	0.0		55.4	21.7	21.7		59.5	66.6	66.6		55.7	54.8	54.8	
IncremntDel:	5.5	0.1	0.0		0.4	0.9	0.9		0.2	1.2	1.2		4.6	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	75.4	22.9	0.0		55.9	22.7	22.7		59.7	67.8	67.8		60.3	55.2	55.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	75.4	22.9	0.0		55.9	22.7	22.7		59.7	67.8	67.8		60.3	55.2	55.2	
LOS by Move:	E-	C+	A		E+	C+	C+		E+	E	E		E	E+	E+	
HCM2k95thQ:	6	14	0		5	46	46		1	4	4		25	6	6	

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



Street Name:Sunnyvale-Saratoga Road/Mathilda Talisman Drive/Sunnyvale-Saratoga

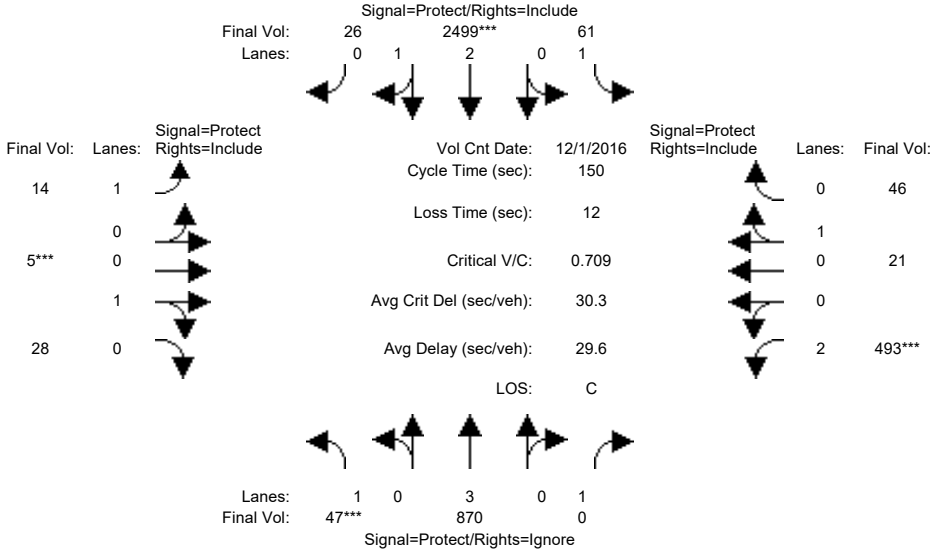
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	31	2457	576	41	525	6	23	6	32	299	3	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	2457	576	41	525	6	23	6	32	299	3	28
Added Vol:	6	471	15	0	149	0	0	0	0	9	0	0
PasserByVol:	0	-4	0	0	-11	0	0	0	0	-3	0	0
Initial Fut:	37	2924	591	41	663	6	23	6	32	305	3	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	2924	0	41	663	6	23	6	32	305	3	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2924	0	41	663	6	23	6	32	305	3	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2924	0	41	663	6	23	6	32	305	3	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	1.00	0.16	0.84	2.00	0.10	0.90
Final Sat.:	1750	5700	1750	1750	5550	50	1750	284	1516	3150	174	1626
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.00	0.02	0.12	0.12	0.01	0.02	0.02	0.10	0.02	0.02
Crit Moves:		****		****				****		****		
Green Time:	32.2	119	0.0	7.0	93.4	93.4	13.3	10.0	10.0	22.4	19.1	19.1
Volume/Cap:	0.11	0.74	0.00	0.57	0.22	0.22	0.17	0.36	0.36	0.74	0.15	0.15
Uniform Del:	57.1	15.9	0.0	80.0	19.6	19.6	73.1	76.9	76.9	71.0	68.2	68.2
IncremntDel:	0.2	0.7	0.0	10.3	0.0	0.0	0.6	2.1	2.1	6.7	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.2	16.7	0.0	90.4	19.6	19.6	73.7	79.0	79.0	77.7	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	16.7	0.0	90.4	19.6	19.6	73.7	79.0	79.0	77.7	68.5	68.5
LOS by Move:	E+	B	A	F	B-	B-	E	E-	E-	E-	E	E
HCM2k95thQ:	3	50	0	6	11	11	3	5	5	19	3	3

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #5: Sunnyvale-Saratoga Road / Mathilda Avenue



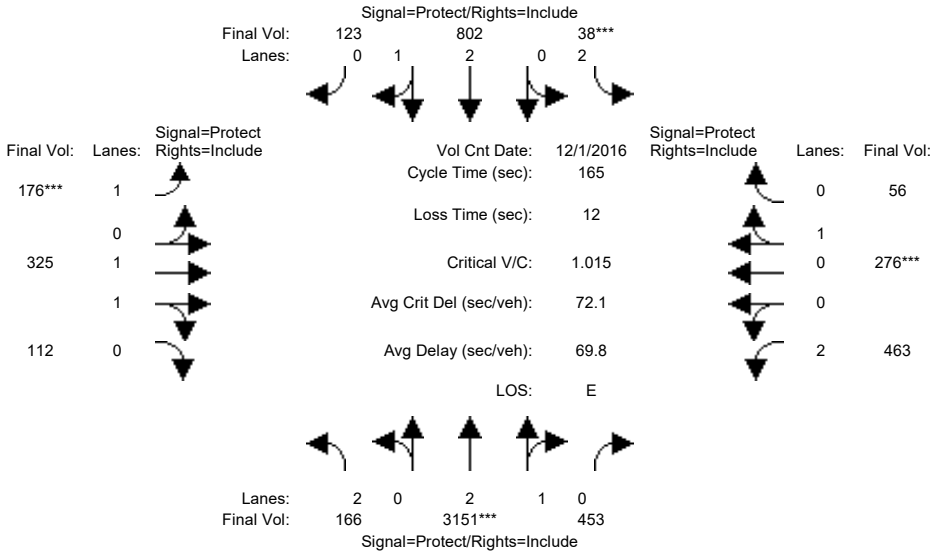
Street Name:	Sunnyvale-Saratoga Road/Mathilda				Talisman Drive/Sunnyvale-Saratoga							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM																
Base Vol:	41	648	617		61	2052	26		14	5	28		486	21	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	41	648	617		61	2052	26		14	5	28		486	21	46	
Added Vol:	6	229	18		0	451	0		0	0	0		7	0	0	
PasserByVol:	0	-7	-4		0	-4	0		0	0	0		0	0	0	
Initial Fut:	47	870	631		61	2499	26		14	5	28		493	21	46	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	870	0		61	2499	26		14	5	28		493	21	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	870	0		61	2499	26		14	5	28		493	21	46	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	47	870	0		61	2499	26		14	5	28		493	21	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		0.92	0.98	0.95		0.92	0.95	0.95		0.83	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		1.00	0.15	0.85		2.00	0.31	0.69	
Final Sat.:	1750	5700	1750		1750	5542	58		1750	273	1527		3150	564	1236	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.00		0.03	0.45	0.45		0.01	0.02	0.02		0.16	0.04	0.04	
Crit Moves:	****					****				****			****			
Green Time:	7.0	74.2	0.0		22.7	89.8	89.8		17.0	10.0	10.0		31.2	24.2	24.2	
Volume/Cap:	0.58	0.31	0.00		0.23	0.75	0.75		0.07	0.28	0.28		0.75	0.23	0.23	
Uniform Del:	70.0	22.6	0.0		56.0	22.0	22.0		59.5	66.6	66.6		55.8	54.8	54.8	
IncremntDel:	9.7	0.1	0.0		0.4	1.0	1.0		0.2	1.2	1.2		4.9	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	79.7	22.7	0.0		56.4	23.0	23.0		59.6	67.8	67.8		60.7	55.2	55.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	79.7	22.7	0.0		56.4	23.0	23.0		59.6	67.8	67.8		60.7	55.2	55.2	
LOS by Move:	E-	C+	A		E+	C+	C+		E+	E	E		E	E+	E+	
HCM2k95thQ:	6	14	0		5	47	47		1	4	4		25	6	6	

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



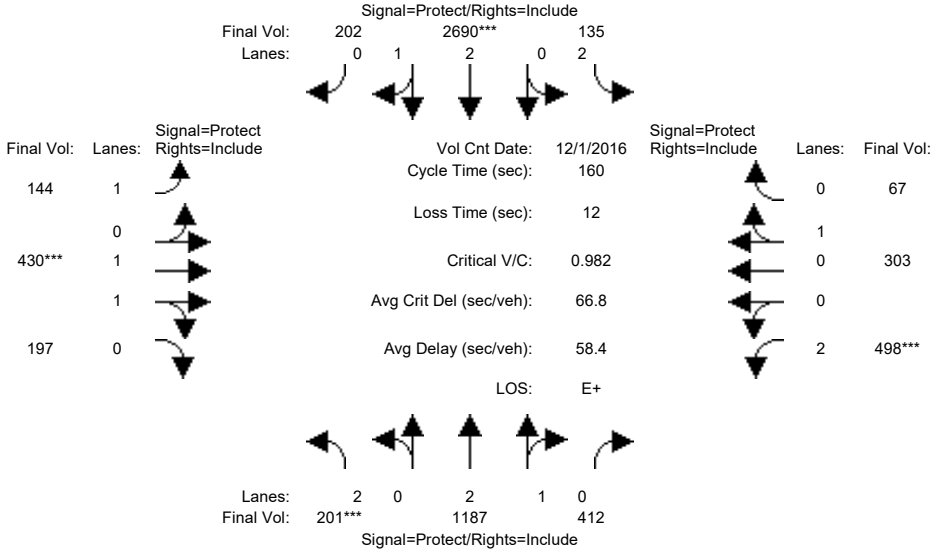
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	166	2715	366	38	696	115	175	325	112	425	276	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	2715	366	38	696	115	175	325	112	425	276	56
Added Vol:	0	436	87	0	106	8	1	0	0	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	3151	453	38	802	123	176	325	112	463	276	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	3151	453	38	802	123	176	325	112	463	276	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	3151	453	38	802	123	176	325	112	463	276	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	3151	453	38	802	123	176	325	112	463	276	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.61	0.39	2.00	2.59	0.41	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	4895	704	3150	4854	744	1750	2751	948	3150	1496	304
Capacity Analysis Module:												
Vol/Sat:	0.05	0.64	0.64	0.01	0.17	0.17	0.10	0.12	0.12	0.15	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	26.2	101	101.2	7.0	82.0	82.0	15.8	20.0	20.0	24.8	29.0	29.0
Volume/Cap:	0.33	1.05	1.05	0.28	0.33	0.33	1.05	0.98	0.98	0.98	1.05	1.05
Uniform Del:	61.7	31.9	31.9	76.6	25.0	25.0	74.6	72.3	72.3	69.8	68.0	68.0
IncremntDel:	0.4	30.4	30.4	1.2	0.1	0.1	83.2	36.2	36.2	35.1	64.2	64.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.1	62.3	62.3	77.7	25.1	25.1	157.8	109	108.5	104.9	132	132.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	62.3	62.3	77.7	25.1	25.1	157.8	109	108.5	104.9	132	132.2
LOS by Move:	E	E	E	E-	C	C	F	F	F	F	F	F
HCM2k95thQ:	8	98	98	2	17	17	21	23	23	28	36	36

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



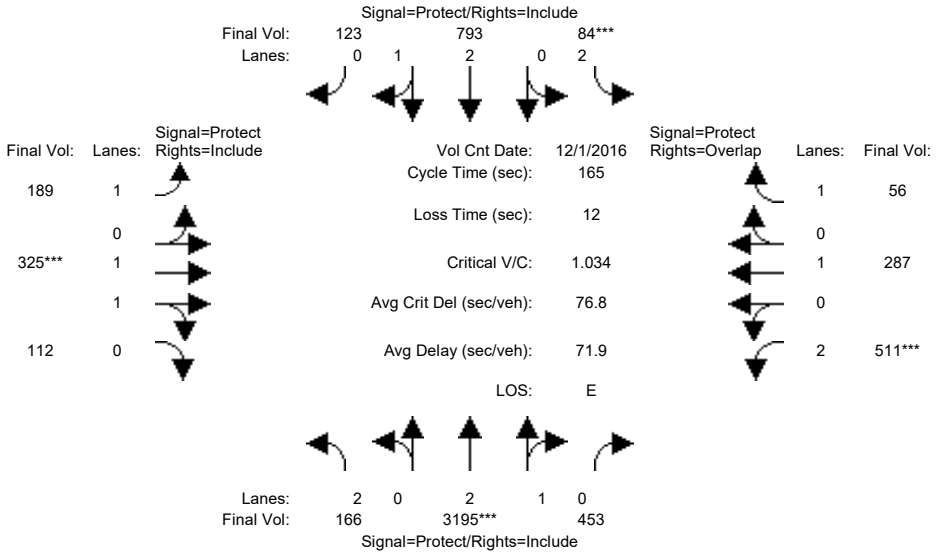
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	201	1001	348	135	2272	201	136	430	197	428	303	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1001	348	135	2272	201	136	430	197	428	303	67
Added Vol:	0	186	64	0	418	1	8	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1187	412	135	2690	202	144	430	197	498	303	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1187	412	135	2690	202	144	430	197	498	303	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1187	412	135	2690	202	144	430	197	498	303	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1187	412	135	2690	202	144	430	197	498	303	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.20	0.80	2.00	2.78	0.22	1.00	1.35	0.65	2.00	0.82	0.18
Final Sat.:	3150	4155	1442	3150	5208	391	1750	2537	1162	3150	1474	326
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.04	0.52	0.52	0.08	0.17	0.17	0.16	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	10.4	82.0	82.0	12.6	84.2	84.2	15.3	27.6	27.6	25.8	38.1	38.1
Volume/Cap:	0.98	0.56	0.56	0.55	0.98	0.98	0.86	0.98	0.98	0.98	0.86	0.86
Uniform Del:	74.7	26.6	26.6	71.0	37.1	37.1	71.3	65.9	65.9	66.9	58.4	58.4
IncremntDel:	57.4	0.2	0.2	2.5	12.5	12.5	34.0	30.8	30.8	35.1	16.2	16.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	132.1	26.8	26.8	73.5	49.7	49.7	105.3	96.8	96.8	101.9	74.7	74.7
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:	132.1	26.8	26.8	73.5	49.7	49.7	105.3	96.8	96.8	101.9	74.7	74.7
LOS by Move:	F	C	C	E	D	D	F	F	F	F	E	E
HCM2k95thQ:	13	30	30	7	77	77	15	30	30	29	32	32

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



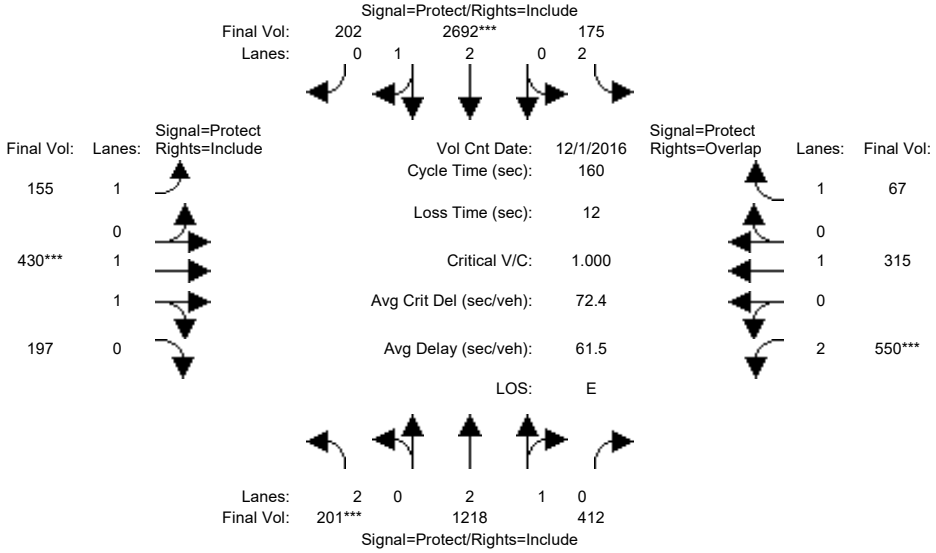
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	166	2715	366	38	696	115	175	325	112	425	276	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	2715	366	38	696	115	175	325	112	425	276	56
Added Vol:	0	484	87	46	111	8	14	0	0	86	11	0
PasserByVol:	0	-4	0	0	-14	0	0	0	0	0	0	0
Initial Fut:	166	3195	453	84	793	123	189	325	112	511	287	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	3195	453	84	793	123	189	325	112	511	287	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	3195	453	84	793	123	189	325	112	511	287	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	3195	453	84	793	123	189	325	112	511	287	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.61	0.39	2.00	2.58	0.42	1.00	1.47	0.53	2.00	1.00	1.00
Final Sat.:	3150	4904	695	3150	4847	752	1750	2751	948	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.65	0.65	0.03	0.16	0.16	0.11	0.12	0.12	0.16	0.15	0.03
Crit Moves:		****		****				****		****		
Green Time:	26.6	102	102.1	7.0	82.5	82.5	18.3	18.5	18.5	25.4	25.6	32.6
Volume/Cap:	0.33	1.05	1.05	0.63	0.33	0.33	0.97	1.05	1.05	1.05	0.97	0.16
Uniform Del:	61.3	31.5	31.5	77.7	24.7	24.7	73.1	73.2	73.2	69.8	69.4	54.9
IncremntDel:	0.4	31.7	31.7	9.2	0.1	0.1	56.6	58.9	58.9	55.6	44.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.7	63.2	63.2	86.9	24.7	24.7	129.7	132	132.1	125.4	114	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	63.2	63.2	86.9	24.7	24.7	129.7	132	132.1	125.4	114	55.1
LOS by Move:	E	E	E	F	C	C	F	F	F	F	F	E+
HCM2k95thQ:	8	100	100	5	17	17	21	24	24	32	28	5

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #6: Sunnyvale-Saratoga Road / Remington Drive



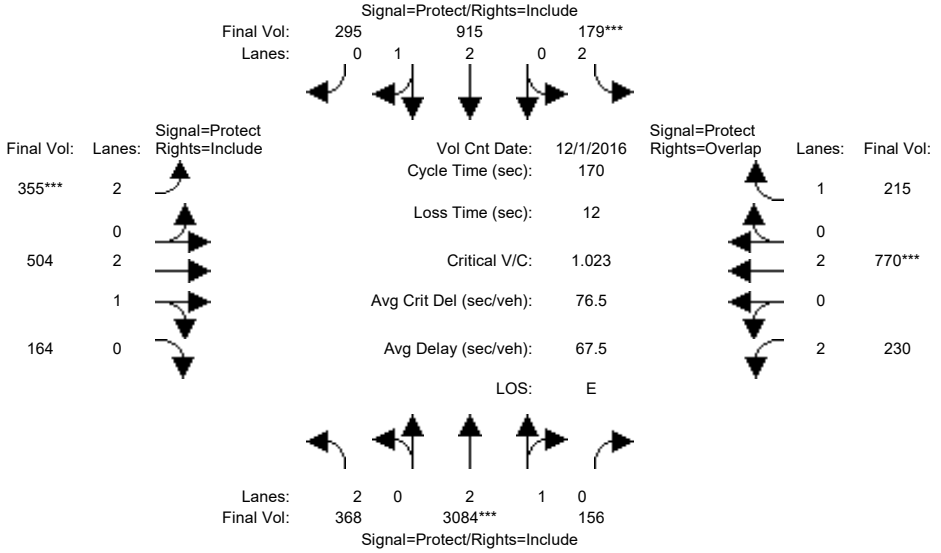
Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	201	1001	348	135	2272	201	136	430	197	428	303	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1001	348	135	2272	201	136	430	197	428	303	67
Added Vol:	0	228	64	40	424	1	19	0	0	122	12	0
PasserByVol:	0	-11	0	0	-4	0	0	0	0	0	0	0
Initial Fut:	201	1218	412	175	2692	202	155	430	197	550	315	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1218	412	175	2692	202	155	430	197	550	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1218	412	175	2692	202	155	430	197	550	315	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1218	412	175	2692	202	155	430	197	550	315	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.21	0.79	2.00	2.78	0.22	1.00	1.35	0.65	2.00	1.00	1.00
Final Sat.:	3150	4183	1415	3150	5209	391	1750	2537	1162	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.06	0.52	0.52	0.09	0.17	0.17	0.17	0.17	0.04
Crit Moves:	****				****			****		****		
Green Time:	10.2	78.0	78.0	14.9	82.7	82.7	19.2	27.1	27.1	27.9	35.9	50.8
Volume/Cap:	1.00	0.60	0.60	0.60	1.00	1.00	0.74	1.00	1.00	1.00	0.74	0.12
Uniform Del:	74.9	29.6	29.6	69.7	38.6	38.6	68.0	66.4	66.4	66.0	57.7	38.8
IncremntDel:	63.4	0.4	0.4	3.4	16.7	16.7	13.0	35.9	35.9	38.3	6.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	138.3	30.0	30.0	73.0	55.3	55.3	81.0	102	102.3	104.3	64.4	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.3	30.0	30.0	73.0	55.3	55.3	81.0	102	102.3	104.3	64.4	38.9
LOS by Move:	F	C	C	E	E+	E+	F	F	F	F	E	D+
HCM2k95thQ:	13	32	32	9	80	80	15	31	31	32	25	5

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



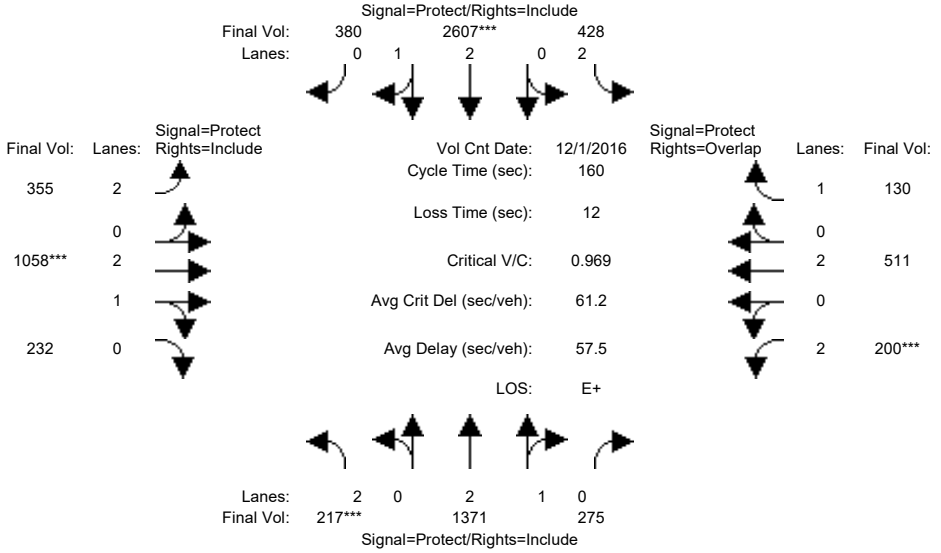
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	363	2613	141	172	792	281	325	503	163	216	765	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	2613	141	172	792	281	325	503	163	216	765	193
Added Vol:	5	471	15	7	123	14	30	1	1	14	5	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	3084	156	179	915	295	355	504	164	230	770	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	3084	156	179	915	295	355	504	164	230	770	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	3084	156	179	915	295	355	504	164	230	770	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	3084	156	179	915	295	355	504	164	230	770	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.24	0.76	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5330	270	3150	4233	1365	3150	4223	1374	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.58	0.58	0.06	0.22	0.22	0.11	0.12	0.12	0.07	0.20	0.12
Crit Moves:		****			****			****			****	
Green Time:	37.0	96.2	96.2	9.4	68.5	68.5	18.7	32.5	32.5	19.9	33.7	43.1
Volume/Cap:	0.54	1.02	1.02	1.02	0.54	0.54	1.02	0.62	0.62	0.62	1.02	0.48
Uniform Del:	58.9	36.9	36.9	80.3	38.6	38.6	75.6	63.1	63.1	71.5	68.2	54.0
IncremntDel:	0.8	22.2	22.2	74.2	0.3	0.3	54.3	1.2	1.2	3.3	38.7	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.7	59.1	59.1	154.5	38.9	38.9	129.9	64.3	64.3	74.8	107	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.1	59.1	154.5	38.9	38.9	129.9	64.3	64.3	74.8	107	54.8
LOS by Move:	E+	E+	E+	F	D+	D+	F	E	E	E	F	D-
HCM2k95thQ:	17	87	87	14	27	27	24	19	19	13	39	18

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



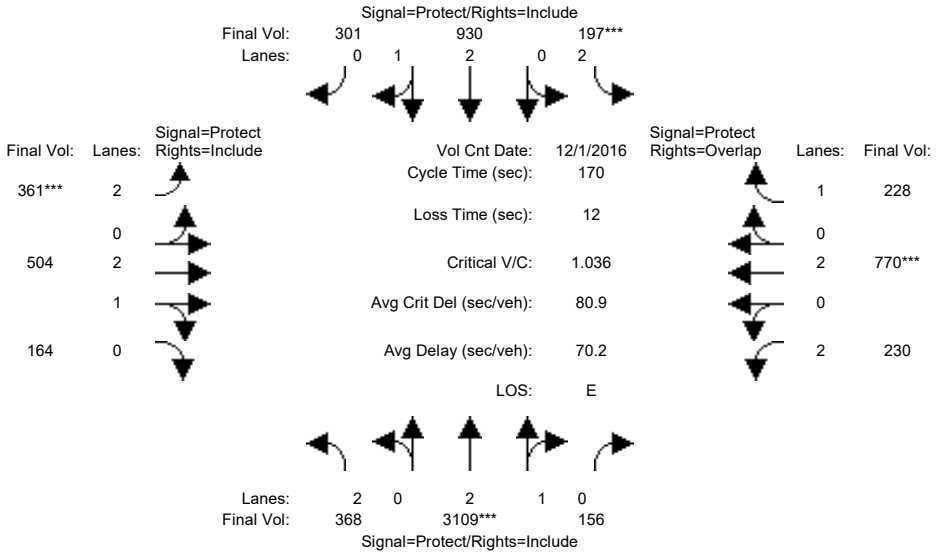
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	216	1159	285	404	2167	357	332	1053	227	215	508	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1159	285	404	2167	357	332	1053	227	215	508	115
Added Vol:	1	212	-10	24	440	23	23	5	5	-15	3	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1371	275	428	2607	380	355	1058	232	200	511	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1371	275	428	2607	380	355	1058	232	200	511	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1371	275	428	2607	380	355	1058	232	200	511	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1371	275	428	2607	380	355	1058	232	200	511	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.48	0.52	2.00	2.60	0.40	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4663	935	3150	4887	712	3150	4592	1007	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.14	0.53	0.53	0.11	0.23	0.23	0.06	0.13	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.4	68.0	68.0	31.4	88.1	88.1	22.1	38.0	38.0	10.5	26.4	57.8
Volume/Cap:	0.97	0.69	0.69	0.69	0.97	0.97	0.81	0.97	0.97	0.97	0.81	0.21
Uniform Del:	74.1	37.4	37.4	59.8	34.6	34.6	66.9	60.4	60.4	74.6	64.4	35.2
IncremntDel:	51.2	0.9	0.9	3.4	10.1	10.1	11.3	17.7	17.7	53.5	8.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.3	38.3	38.3	63.1	44.7	44.7	78.2	78.1	78.1	128.1	72.5	35.4
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:	125.3	38.3	38.3	63.1	44.7	44.7	78.2	78.1	78.1	128.1	72.5	35.4
LOS by Move:	F	D+	D+	E	D	D	E-	E-	E-	F	E	D+
HCM2k95thQ:	12	35	35	20	71	71	19	38	38	14	23	9

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



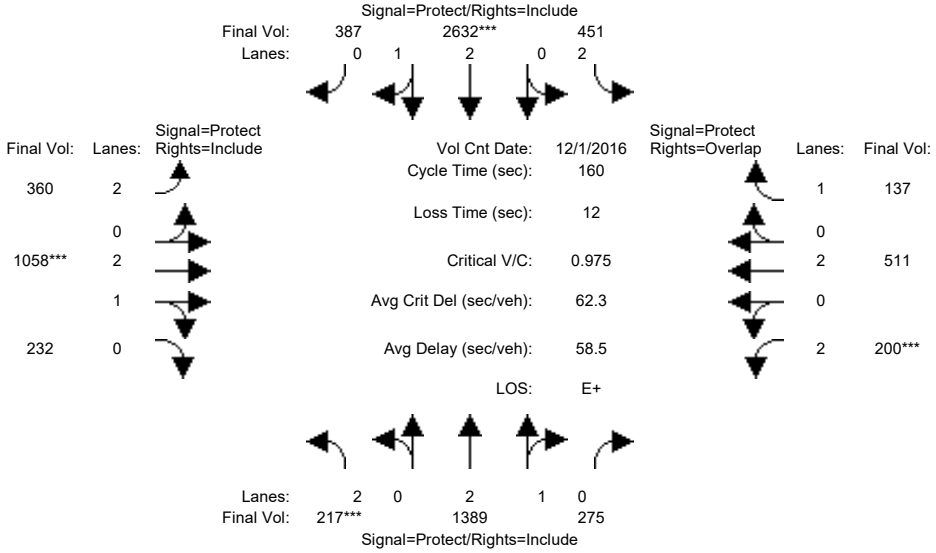
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 08:00:00 AM												
Base Vol:	363	2613	141	172	792	281	325	503	163	216	765	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	2613	141	172	792	281	325	503	163	216	765	193
Added Vol:	5	500	15	28	149	20	36	1	1	14	5	35
PasserByVol:	0	-4	0	-3	-11	0	0	0	0	0	0	0
Initial Fut:	368	3109	156	197	930	301	361	504	164	230	770	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	3109	156	197	930	301	361	504	164	230	770	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	3109	156	197	930	301	361	504	164	230	770	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	3109	156	197	930	301	361	504	164	230	770	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.24	0.76	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5332	268	3150	4229	1369	3150	4223	1374	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.58	0.58	0.06	0.22	0.22	0.11	0.12	0.12	0.07	0.20	0.13
Crit Moves:		****			****			****			****	
Green Time:	36.8	95.7	95.7	10.3	69.2	69.2	18.8	32.3	32.3	19.8	33.3	43.5
Volume/Cap:	0.54	1.04	1.04	1.04	0.54	0.54	1.04	0.63	0.63	0.63	1.04	0.51
Uniform Del:	59.1	37.2	37.2	79.9	38.3	38.3	75.6	63.3	63.3	71.6	68.4	54.1
IncremntDel:	0.9	26.3	26.3	75.0	0.3	0.3	57.8	1.2	1.2	3.5	42.7	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	63.5	63.5	154.9	38.6	38.6	133.4	64.5	64.5	75.1	111	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	63.5	63.5	154.9	38.6	38.6	133.4	64.5	64.5	75.1	111	55.1
LOS by Move:	E	E	E	F	D+	D+	F	E	E	E-	F	E+
HCM2k95thQ:	17	90	90	15	28	28	25	19	19	13	40	19

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #7: Sunnyvale-Saratoga Road / Fremont Avenue



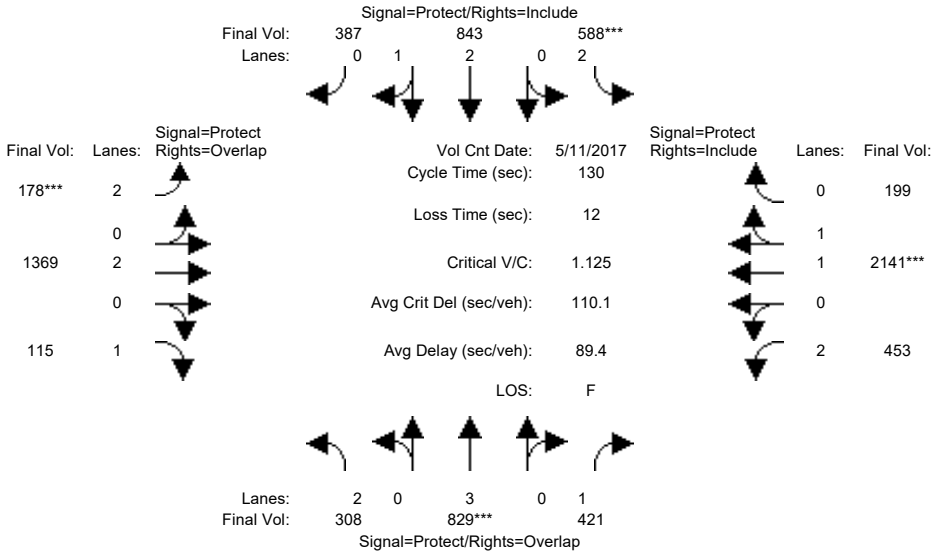
Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2016 << 05:00:00 PM												
Base Vol:	216	1159	285	404	2167	357	332	1053	227	215	508	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1159	285	404	2167	357	332	1053	227	215	508	115
Added Vol:	1	237	-10	47	469	30	28	5	5	-15	3	26
PasserByVol:	0	-7	0	0	-4	0	0	0	0	0	0	-4
Initial Fut:	217	1389	275	451	2632	387	360	1058	232	200	511	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1389	275	451	2632	387	360	1058	232	200	511	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1389	275	451	2632	387	360	1058	232	200	511	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1389	275	451	2632	387	360	1058	232	200	511	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.49	0.51	2.00	2.60	0.40	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4673	925	3150	4881	718	3150	4592	1007	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.14	0.54	0.54	0.11	0.23	0.23	0.06	0.13	0.08
Crit Moves:	****				****			****			****	
Green Time:	11.3	67.3	67.3	32.4	88.5	88.5	22.2	37.8	37.8	10.4	26.1	58.5
Volume/Cap:	0.98	0.71	0.71	0.71	0.98	0.98	0.83	0.98	0.98	0.98	0.83	0.21
Uniform Del:	74.2	38.2	38.2	59.3	34.7	34.7	67.0	60.6	60.6	74.7	64.8	34.9
IncremntDel:	53.1	1.0	1.0	3.6	11.0	11.0	12.2	19.0	19.0	55.5	8.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.3	39.2	39.2	63.0	45.7	45.7	79.2	79.6	79.6	130.1	73.7	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.3	39.2	39.2	63.0	45.7	45.7	79.2	79.6	79.6	130.1	73.7	35.1
LOS by Move:	F	D	D	E	D	D	E-	E-	E-	F	E	D+
HCM2k95thQ:	12	35	35	21	72	72	19	38	38	14	23	9

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



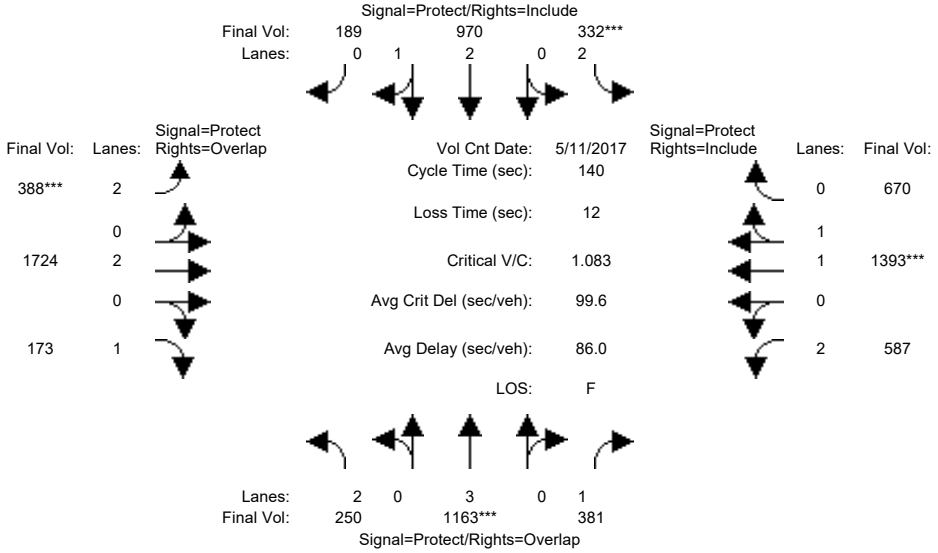
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	308	339	421	588	706	387	178	1369	115	453	2141	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	339	421	588	706	387	178	1369	115	453	2141	199
Added Vol:	0	490	0	0	137	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	829	421	588	843	387	178	1369	115	453	2141	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	829	421	588	843	387	178	1369	115	453	2141	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	829	421	588	843	387	178	1369	115	453	2141	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	829	421	588	843	387	178	1369	115	453	2141	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.02	0.98	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	3150	3836	1761	3150	3800	1750	3150	3385	315
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.24	0.19	0.22	0.22	0.06	0.36	0.07	0.14	0.63	0.63
Crit Moves:		****		****			****				****	
Green Time:	11.8	16.7	39.5	21.5	26.4	26.4	7.0	57.0	68.8	22.8	72.8	72.8
Volume/Cap:	1.08	1.13	0.79	1.13	1.08	1.08	1.05	0.82	0.12	0.82	1.13	1.13
Uniform Del:	59.1	56.6	41.5	54.3	51.8	51.8	61.5	32.0	15.4	51.7	28.6	28.6
IncremntDel:	76.3	75.0	7.9	80.3	51.1	51.1	82.8	3.4	0.1	9.6	65.1	65.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	135.4	132	49.4	134.5	103	102.9	144.3	35.4	15.5	61.2	93.8	93.8
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:	135.4	132	49.4	134.5	103	102.9	144.3	35.4	15.5	61.2	93.8	93.8
LOS by Move:	F	F	D	F	F	F	F	D+	B	E	F	F
HCM2k95thQ:	22	31	31	34	37	37	15	42	5	23	101	101

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



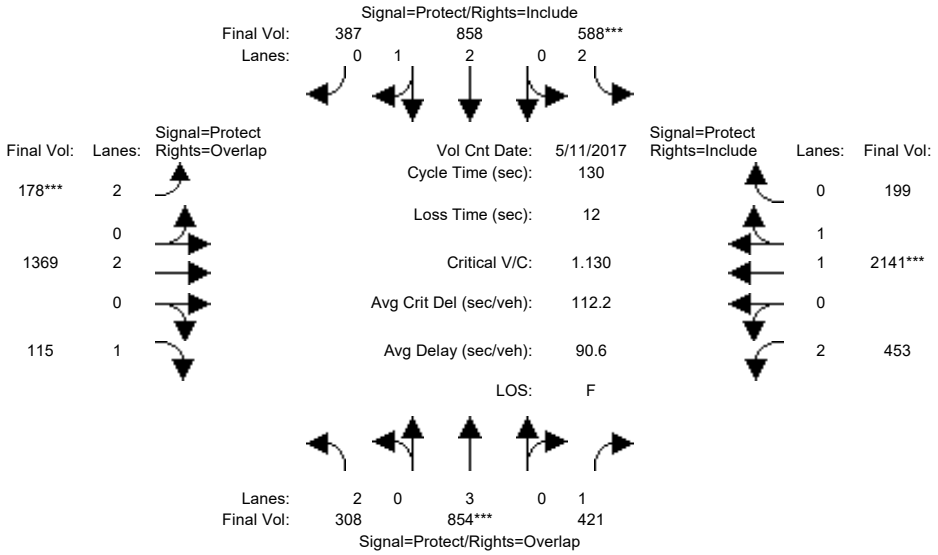
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	250	960	381	332	540	189	388	1724	173	587	1393	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	960	381	332	540	189	388	1724	173	587	1393	670
Added Vol:	0	203	0	0	430	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1163	381	332	970	189	388	1724	173	587	1393	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1163	381	332	970	189	388	1724	173	587	1393	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1163	381	332	970	189	388	1724	173	587	1393	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1163	381	332	970	189	388	1724	173	587	1393	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.49	0.51	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	4686	913	3150	3800	1750	3150	2497	1201
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.22	0.11	0.21	0.21	0.12	0.45	0.10	0.19	0.56	0.56
Crit Moves:		****		****			****				****	
Green Time:	11.1	26.4	52.0	13.6	28.9	28.9	15.9	62.4	73.5	25.6	72.1	72.1
Volume/Cap:	1.00	1.08	0.59	1.08	1.00	1.00	1.08	1.02	0.19	1.02	1.08	1.08
Uniform Del:	64.5	56.8	35.4	63.2	55.5	55.5	62.0	38.8	17.5	57.2	34.0	34.0
IncremntDel:	57.6	52.9	1.4	75.4	27.1	27.1	71.6	26.5	0.1	42.1	47.2	47.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	122.1	110	36.8	138.6	82.6	82.6	133.7	65.3	17.6	99.3	81.2	81.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.1	110	36.8	138.6	82.6	82.6	133.7	65.3	17.6	99.3	81.2	81.2
LOS by Move:	F	F	D+	F	F	F	F	E	B	F	F	F
HCM2k95thQ:	19	40	25	19	30	30	28	70	8	35	90	90

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



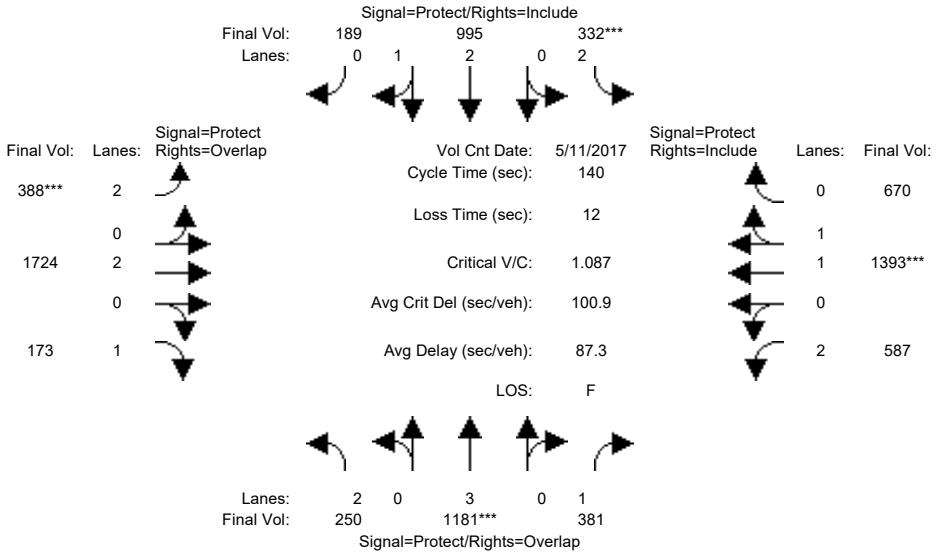
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	308	339	421	588	706	387	178	1369	115	453	2141	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	339	421	588	706	387	178	1369	115	453	2141	199
Added Vol:	0	519	0	0	163	0	0	0	0	0	0	0
PasserByVol:	0	-4	0	0	-11	0	0	0	0	0	0	0
Initial Fut:	308	854	421	588	858	387	178	1369	115	453	2141	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	854	421	588	858	387	178	1369	115	453	2141	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	854	421	588	858	387	178	1369	115	453	2141	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	854	421	588	858	387	178	1369	115	453	2141	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.03	0.97	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	3150	3857	1740	3150	3800	1750	3150	3385	315
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.24	0.19	0.22	0.22	0.06	0.36	0.07	0.14	0.63	0.63
Crit Moves:		****		****			****				****	
Green Time:	11.8	17.2	39.8	21.4	26.8	26.8	7.0	56.8	68.6	22.7	72.5	72.5
Volume/Cap:	1.08	1.13	0.79	1.13	1.08	1.08	1.05	0.82	0.12	0.82	1.13	1.13
Uniform Del:	59.1	56.4	41.2	54.3	51.6	51.6	61.5	32.2	15.5	51.8	28.8	28.8
IncremntDel:	76.2	76.6	7.5	82.2	50.9	50.9	82.8	3.5	0.1	9.9	67.3	67.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	135.3	133	48.7	136.6	103	102.5	144.3	35.7	15.6	61.6	96.1	96.1
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:	135.3	133	48.7	136.6	103	102.5	144.3	35.7	15.6	61.6	96.1	96.1
LOS by Move:	F	F	D	F	F	F	F	D+	B	E	F	F
HCM2k95thQ:	22	32	31	34	37	37	15	42	5	23	102	102

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #8: Sunnyvale-Saratoga Road / Homestead Road



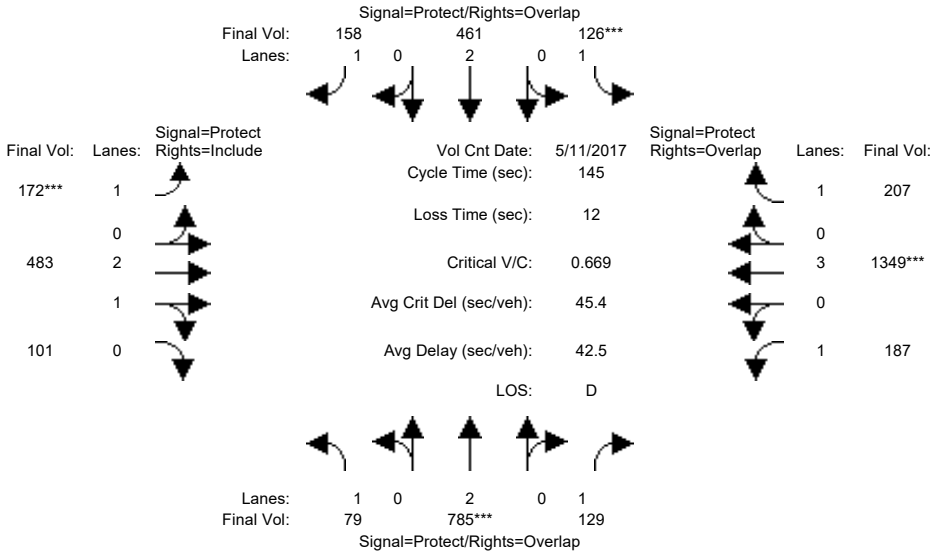
Street Name:	Sunnyvale-Saratoga Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	250	960	381	332	540	189	388	1724	173	587	1393	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	960	381	332	540	189	388	1724	173	587	1393	670
Added Vol:	0	228	0	0	459	0	0	0	0	0	0	0
PasserByVol:	0	-7	0	0	-4	0	0	0	0	0	0	0
Initial Fut:	250	1181	381	332	995	189	388	1724	173	587	1393	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1181	381	332	995	189	388	1724	173	587	1393	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1181	381	332	995	189	388	1724	173	587	1393	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1181	381	332	995	189	388	1724	173	587	1393	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.50	0.50	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	4705	894	3150	3800	1750	3150	2497	1201
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.22	0.11	0.21	0.21	0.12	0.45	0.10	0.19	0.56	0.56
Crit Moves:		****		****			****				****	
Green Time:	11.0	26.7	52.2	13.6	29.3	29.3	15.9	62.2	73.2	25.5	71.9	71.9
Volume/Cap:	1.01	1.09	0.58	1.09	1.01	1.01	1.09	1.02	0.19	1.02	1.09	1.09
Uniform Del:	64.5	56.7	35.2	63.2	55.4	55.4	62.1	38.9	17.7	57.2	34.1	34.1
IncremntDel:	60.1	54.0	1.4	76.6	29.1	29.1	72.8	27.5	0.1	43.1	48.6	48.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.6	111	36.5	139.8	84.4	84.4	134.9	66.4	17.8	100.3	82.6	82.6
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:	124.6	111	36.5	139.8	84.4	84.4	134.9	66.4	17.8	100.3	82.6	82.6
LOS by Move:	F	F	D+	F	F	F	F	E	B	F	F	F
HCM2k95thQ:	19	41	25	19	31	31	28	70	8	35	90	90

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



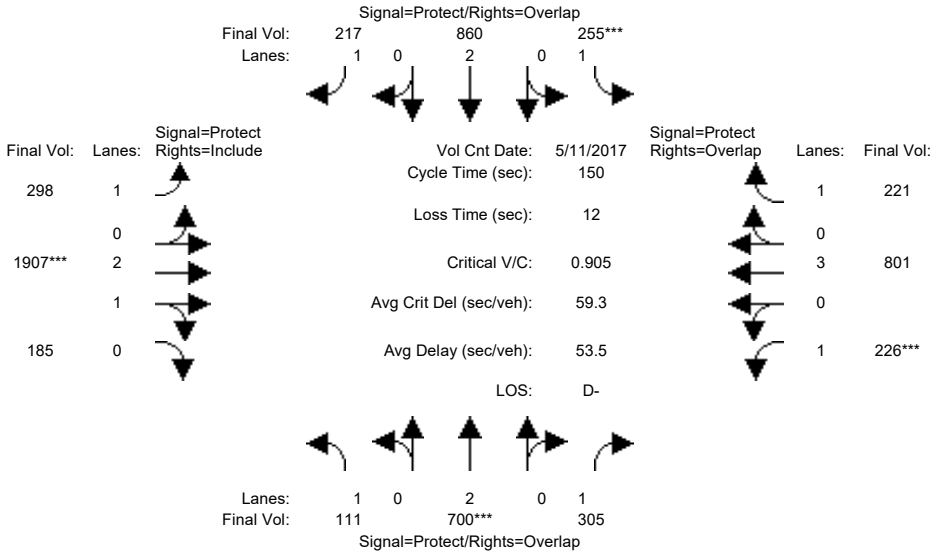
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	79	698	129	107	423	143	137	430	101	187	1226	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	698	129	107	423	143	137	430	101	187	1226	158
Added Vol:	0	87	0	19	38	15	35	53	0	0	123	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	785	129	126	461	158	172	483	101	187	1349	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	785	129	126	461	158	172	483	101	187	1349	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	785	129	126	461	158	172	483	101	187	1349	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	785	129	126	461	158	172	483	101	187	1349	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4630	968	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.07	0.07	0.12	0.09	0.10	0.10	0.10	0.11	0.24	0.12
Crit Moves:		****		****			****				****	
Green Time:	17.2	44.8	81.5	15.6	43.2	64.5	21.3	35.9	35.9	36.7	51.3	66.9
Volume/Cap:	0.38	0.67	0.13	0.67	0.41	0.20	0.67	0.42	0.42	0.42	0.67	0.26
Uniform Del:	59.0	43.7	15.0	62.2	40.7	24.6	58.5	45.9	45.9	45.2	39.7	23.8
IncremntDel:	1.2	1.5	0.1	8.9	0.2	0.1	6.6	0.2	0.2	0.6	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.2	45.2	15.1	71.1	40.9	24.7	65.1	46.1	46.1	45.9	40.5	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	45.2	15.1	71.1	40.9	24.7	65.1	46.1	46.1	45.9	40.5	24.0
LOS by Move:	E	D	B	E	D	C	E	D	D	D	D	C
HCM2k95thQ:	6	25	5	13	15	9	17	14	14	14	28	11

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



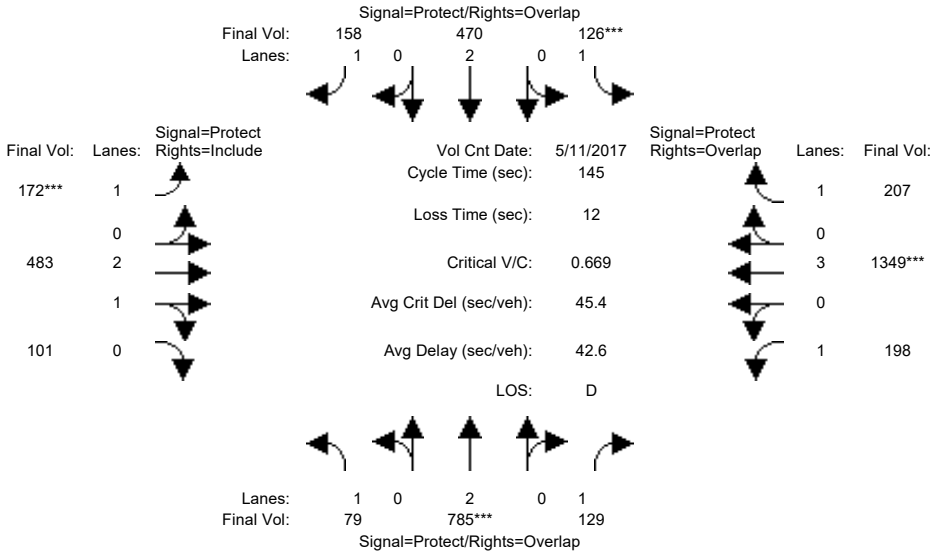
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	111	636	305	218	790	190	273	1834	185	226	786	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	636	305	218	790	190	273	1834	185	226	786	187
Added Vol:	0	64	0	37	70	27	25	73	0	0	15	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	700	305	255	860	217	298	1907	185	226	801	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	700	305	255	860	217	298	1907	185	226	801	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	700	305	255	860	217	298	1907	185	226	801	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	700	305	255	860	217	298	1907	185	226	801	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5104	495	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.17	0.15	0.23	0.12	0.17	0.37	0.37	0.13	0.14	0.13
Crit Moves:		****		****				****		****		
Green Time:	12.0	30.5	51.9	24.1	42.7	88.4	45.6	61.9	61.9	21.4	37.7	61.8
Volume/Cap:	0.79	0.91	0.50	0.91	0.79	0.21	0.56	0.91	0.91	0.91	0.56	0.31
Uniform Del:	67.8	58.3	38.8	61.8	49.6	14.5	43.7	41.3	41.3	63.3	48.9	29.7
IncremntDel:	26.2	14.1	0.7	30.3	4.2	0.1	1.3	5.6	5.6	32.9	0.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.0	72.5	39.5	92.1	53.7	14.6	45.1	46.9	46.9	96.2	49.4	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:	94.0	72.5	39.5	92.1	53.7	14.6	45.1	46.9	46.9	96.2	49.4	29.9
LOS by Move:	F	E	D	F	D-	B	D	D	D	F	D	C
HCM2k95thQ:	11	29	21	27	34	10	23	53	53	22	19	13

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



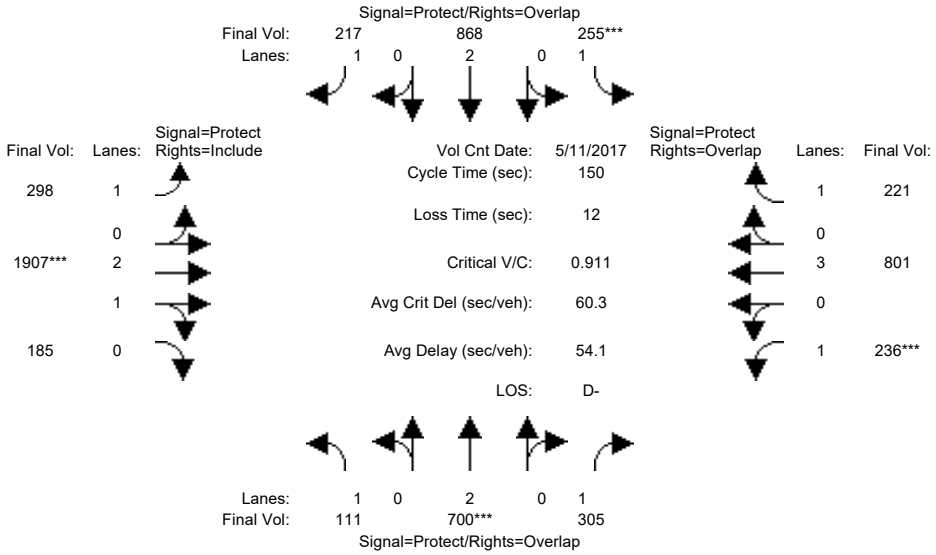
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 08:00:00 AM												
Base Vol:	79	698	129	107	423	143	137	430	101	187	1226	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	698	129	107	423	143	137	430	101	187	1226	158
Added Vol:	0	87	0	19	47	15	35	53	0	11	123	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	785	129	126	470	158	172	483	101	198	1349	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	785	129	126	470	158	172	483	101	198	1349	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	785	129	126	470	158	172	483	101	198	1349	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	785	129	126	470	158	172	483	101	198	1349	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4630	968	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.07	0.07	0.12	0.09	0.10	0.10	0.10	0.11	0.24	0.12
Crit Moves:		****		****			****				****	
Green Time:	17.0	44.8	82.6	15.6	43.4	64.7	21.3	34.8	34.8	37.8	51.3	66.9
Volume/Cap:	0.39	0.67	0.13	0.67	0.41	0.20	0.67	0.43	0.43	0.43	0.67	0.26
Uniform Del:	59.2	43.7	14.5	62.2	40.6	24.4	58.5	46.7	46.7	44.7	39.7	23.8
IncremntDel:	1.2	1.5	0.1	8.9	0.2	0.1	6.6	0.2	0.2	0.7	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.4	45.2	14.6	71.1	40.8	24.5	65.1	47.0	47.0	45.4	40.5	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	45.2	14.6	71.1	40.8	24.5	65.1	47.0	47.0	45.4	40.5	24.0
LOS by Move:	E	D	B	E	D	C	E	D	D	D	D	C
HCM2k95thQ:	6	25	5	13	16	9	17	14	14	14	28	11

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #9: Remington Drive / El Camino Real



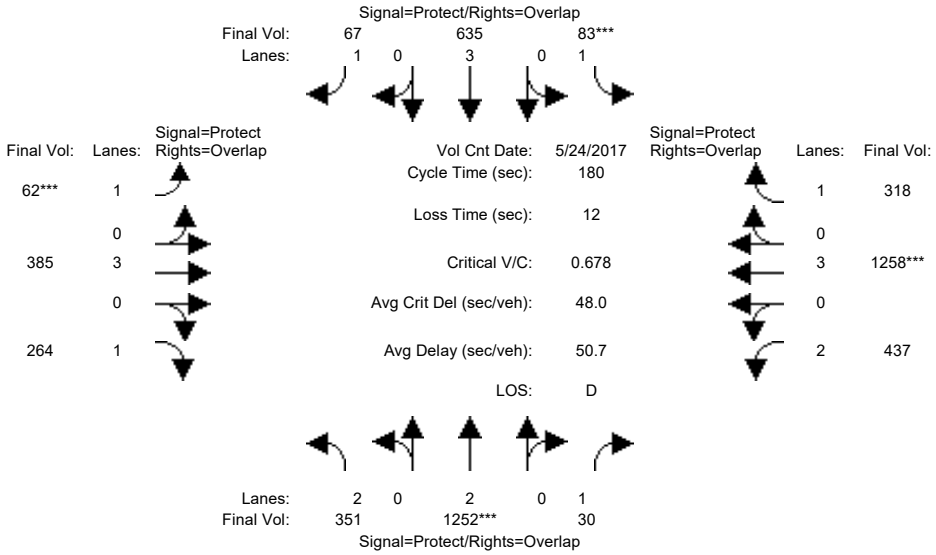
Street Name:	Remington Drive						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 05:00:00 PM												
Base Vol:	111	636	305	218	790	190	273	1834	185	226	786	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	636	305	218	790	190	273	1834	185	226	786	187
Added Vol:	0	64	0	37	78	27	25	73	0	10	15	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	700	305	255	868	217	298	1907	185	236	801	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	700	305	255	868	217	298	1907	185	236	801	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	700	305	255	868	217	298	1907	185	236	801	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	700	305	255	868	217	298	1907	185	236	801	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5104	495	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.17	0.15	0.23	0.12	0.17	0.37	0.37	0.13	0.14	0.13
Crit Moves:		****		****				****		****		
Green Time:	11.8	30.3	52.5	24.0	42.5	88.4	45.9	61.5	61.5	22.2	37.8	61.8
Volume/Cap:	0.81	0.91	0.50	0.91	0.81	0.21	0.56	0.91	0.91	0.91	0.56	0.31
Uniform Del:	68.0	58.5	38.4	62.0	49.9	14.5	43.6	41.7	41.7	62.9	48.8	29.7
IncremntDel:	28.3	15.0	0.6	31.6	4.6	0.1	1.3	6.0	6.0	33.4	0.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.3	73.5	39.0	93.6	54.5	14.6	44.9	47.7	47.7	96.3	49.3	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:	96.3	73.5	39.0	93.6	54.5	14.6	44.9	47.7	47.7	96.3	49.3	29.9
LOS by Move:	F	E	D	F	D-	B	D	D	D	F	D	C
HCM2k95thQ:	11	29	21	28	34	10	22	54	54	23	19	13

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



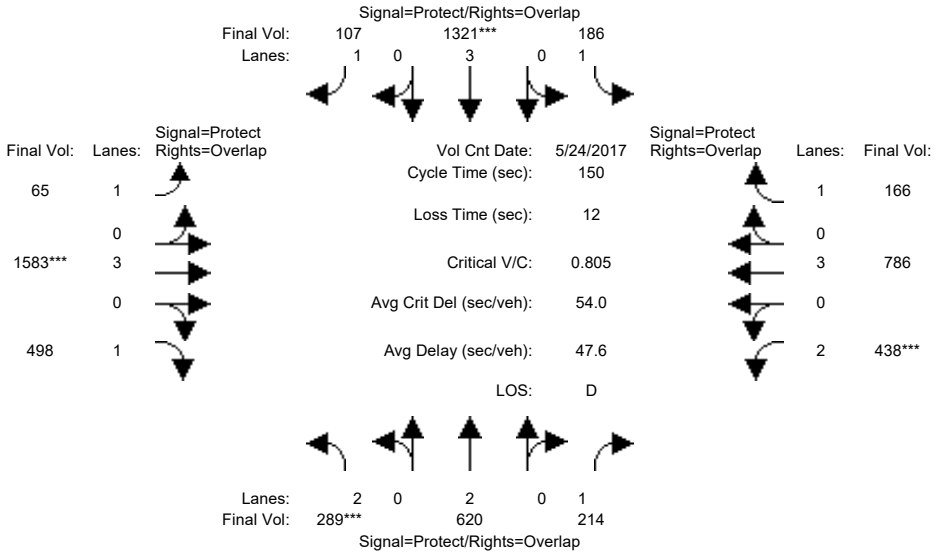
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	330	1240	30	83	631	67	62	335	248	433	1103	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1240	30	83	631	67	62	335	248	433	1103	318
Added Vol:	21	12	0	0	4	0	0	50	16	4	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	1252	30	83	635	67	62	385	264	437	1258	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	1252	30	83	635	67	62	385	264	437	1258	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	1252	30	83	635	67	62	385	264	437	1258	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	1252	30	83	635	67	62	385	264	437	1258	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.02	0.05	0.11	0.04	0.04	0.07	0.15	0.14	0.22	0.18
Crit Moves:		****		****			****				****	
Green Time:	50.0	87.4	133.2	12.6	50.0	59.4	9.4	22.3	72.3	45.7	58.6	71.2
Volume/Cap:	0.40	0.68	0.02	0.68	0.40	0.12	0.68	0.55	0.38	0.55	0.68	0.46
Uniform Del:	52.8	35.5	6.2	81.7	52.8	42.0	83.8	74.1	38.0	58.2	52.6	40.2
IncremntDel:	0.3	1.0	0.0	14.3	0.2	0.1	18.6	0.9	0.3	0.8	1.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	36.5	6.2	96.0	53.0	42.1	102.4	75.0	38.3	59.0	53.6	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	36.5	6.2	96.0	53.0	42.1	102.4	75.0	38.3	59.0	53.6	40.7
LOS by Move:	D-	D+	A	F	D-	D	F	E-	D+	E+	D-	D
HCM2k95thQ:	17	42	1	12	17	5	7	12	19	23	34	24

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



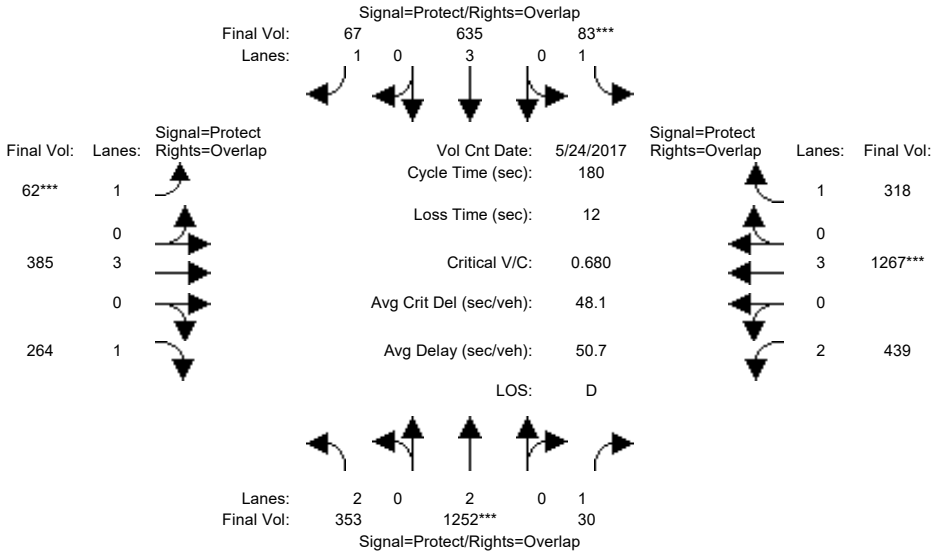
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	294	612	214	186	1308	107	65	1471	508	423	724	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	612	214	186	1308	107	65	1471	508	423	724	166
Added Vol:	-5	8	0	0	13	0	0	112	-10	15	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	620	214	186	1321	107	65	1583	498	438	786	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	620	214	186	1321	107	65	1583	498	438	786	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	620	214	186	1321	107	65	1583	498	438	786	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	620	214	186	1321	107	65	1583	498	438	786	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.12	0.11	0.23	0.06	0.04	0.28	0.28	0.14	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	17.1	36.5	62.4	23.8	43.2	62.8	19.6	51.8	68.9	25.9	58.0	81.8
Volume/Cap:	0.80	0.67	0.29	0.67	0.80	0.15	0.28	0.80	0.62	0.80	0.36	0.17
Uniform Del:	64.8	51.3	29.1	59.4	49.5	27.0	58.8	44.5	30.7	59.6	32.7	17.1
IncremntDel:	12.4	1.9	0.2	6.2	3.0	0.1	0.7	2.5	1.5	8.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.3	53.2	29.3	65.6	52.5	27.1	59.5	47.0	32.2	68.1	32.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.3	53.2	29.3	65.6	52.5	27.1	59.5	47.0	32.2	68.1	32.8	17.2
LOS by Move:	E-	D-	C	E	D-	C	E+	D	C-	E	C-	B
HCM2k95thQ:	15	22	13	18	34	6	5	35	30	24	16	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



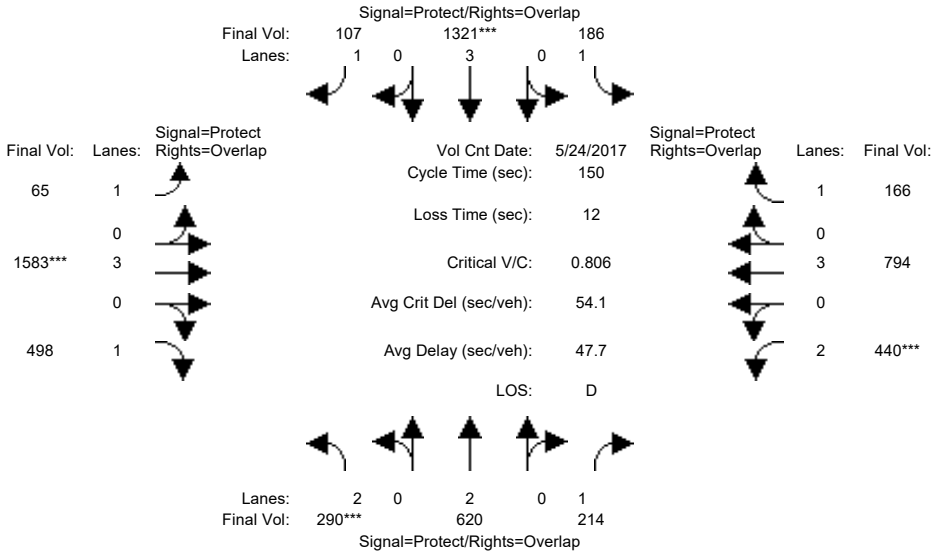
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	330	1240	30	83	631	67	62	335	248	433	1103	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1240	30	83	631	67	62	335	248	433	1103	318
Added Vol:	23	12	0	0	4	0	0	50	16	6	164	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1252	30	83	635	67	62	385	264	439	1267	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1252	30	83	635	67	62	385	264	439	1267	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1252	30	83	635	67	62	385	264	439	1267	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	1252	30	83	635	67	62	385	264	439	1267	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.02	0.05	0.11	0.04	0.04	0.07	0.15	0.14	0.22	0.18
Crit Moves:		****		****			****				****	
Green Time:	50.0	87.2	133.2	12.6	49.7	59.1	9.4	22.3	72.3	46.0	58.8	71.4
Volume/Cap:	0.40	0.68	0.02	0.68	0.40	0.12	0.68	0.55	0.38	0.55	0.68	0.46
Uniform Del:	52.8	35.7	6.2	81.8	53.0	42.2	83.8	74.1	37.9	58.0	52.4	40.0
IncremntDel:	0.3	1.0	0.0	14.5	0.2	0.1	18.8	0.9	0.3	0.8	1.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	36.7	6.2	96.2	53.2	42.3	102.7	75.0	38.3	58.8	53.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	36.7	6.2	96.2	53.2	42.3	102.7	75.0	38.3	58.8	53.5	40.5
LOS by Move:	D-	D+	A	F	D-	D	F	E-	D+	E+	D-	D
HCM2k95thQ:	17	42	1	12	17	5	7	12	19	23	34	24

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #10: Wolfe Road / El Camino Real



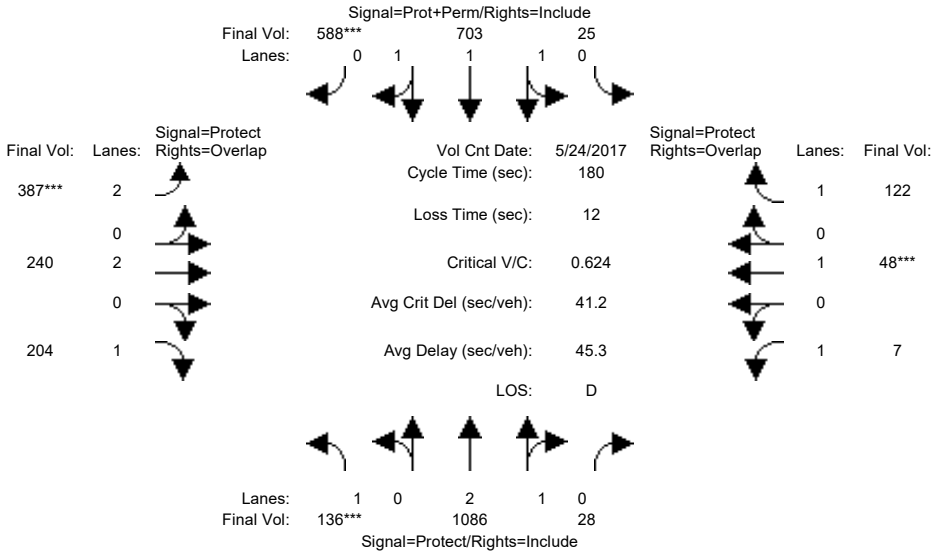
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	294	612	214	186	1308	107	65	1471	508	423	724	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	612	214	186	1308	107	65	1471	508	423	724	166
Added Vol:	-4	8	0	0	13	0	0	112	-10	17	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	620	214	186	1321	107	65	1583	498	440	794	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	620	214	186	1321	107	65	1583	498	440	794	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	620	214	186	1321	107	65	1583	498	440	794	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	620	214	186	1321	107	65	1583	498	440	794	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.12	0.11	0.23	0.06	0.04	0.28	0.28	0.14	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	17.1	36.5	62.5	23.8	43.1	62.6	19.5	51.7	68.8	26.0	58.2	82.0
Volume/Cap:	0.81	0.67	0.29	0.67	0.81	0.15	0.29	0.81	0.62	0.81	0.36	0.17
Uniform Del:	64.8	51.3	29.1	59.4	49.5	27.1	59.0	44.6	30.7	59.6	32.6	17.0
IncremntDel:	12.5	1.9	0.2	6.2	3.0	0.1	0.7	2.5	1.5	8.6	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.3	53.2	29.3	65.7	52.6	27.2	59.7	47.1	32.2	68.1	32.7	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.3	53.2	29.3	65.7	52.6	27.2	59.7	47.1	32.2	68.1	32.7	17.1
LOS by Move:	E-	D-	C	E	D-	C	E+	D	C-	E	C-	B
HCM2k95thQ:	15	22	13	18	34	6	5	35	30	24	16	8

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



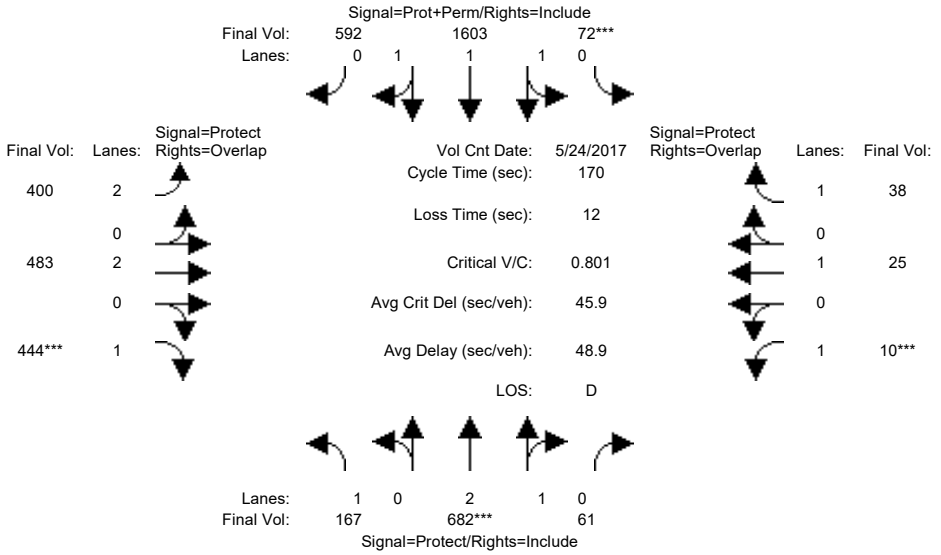
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	134	1079	28	25	698	569	361	226	198	7	48	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1079	28	25	698	569	361	226	198	7	48	122
Added Vol:	2	7	0	0	5	19	26	14	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1086	28	25	703	588	387	240	204	7	48	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1086	28	25	703	588	387	240	204	7	48	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1086	28	25	703	588	387	240	204	7	48	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1086	28	25	703	588	387	240	204	7	48	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5459	141	128	3593	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.00	0.20	0.33	0.12	0.06	0.12	0.00	0.03	0.07
Crit Moves:	****					****	****				****	
Green Time:	23.3	61.1	61.1	60.1	97.9	97.9	36.8	29.0	52.3	17.8	10.0	70.1
Volume/Cap:	0.60	0.59	0.59	0.59	0.36	0.60	0.60	0.39	0.40	0.04	0.45	0.18
Uniform Del:	74.0	49.0	49.0	49.7	23.3	27.8	64.9	67.6	51.3	73.3	82.4	36.1
IncremntDel:	4.4	0.5	0.5	0.4	0.1	0.5	1.6	0.4	0.5	0.1	3.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.4	49.5	49.5	50.1	23.3	28.3	66.5	68.0	51.8	73.4	85.4	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	49.5	49.5	50.1	23.3	28.3	66.5	68.0	51.8	73.4	85.4	36.2
LOS by Move:	E-	D	D	D	C	C	E	E	D-	E	F	D+
HCM2k95thQ:	16	29	29	29	20	38	20	11	17	1	6	9

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



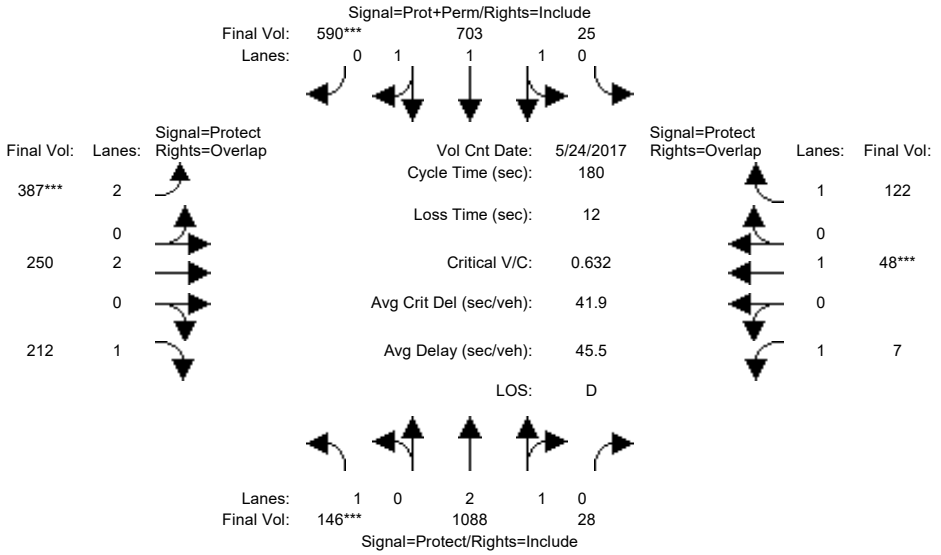
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	161	675	61	72	1596	580	404	473	440	10	25	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	675	61	72	1596	580	404	473	440	10	25	38
Added Vol:	6	7	0	0	7	12	-4	10	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	682	61	72	1603	592	400	483	444	10	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	682	61	72	1603	592	400	483	444	10	25	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	682	61	72	1603	592	400	483	444	10	25	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	682	61	72	1603	592	400	483	444	10	25	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.74	0.26	0.10	2.10	0.80	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5140	460	175	3889	1436	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.00	0.41	0.41	0.13	0.13	0.25	0.01	0.01	0.02
Crit Moves:		****		****					****	****		
Green Time:	22.0	28.5	28.5	88.5	95.0	95.0	28.0	34.0	56.0	7.0	13.0	101.5
Volume/Cap:	0.74	0.79	0.79	0.79	0.74	0.74	0.77	0.64	0.77	0.14	0.17	0.04
Uniform Del:	71.2	67.9	67.9	33.2	28.1	28.1	67.9	62.3	51.2	78.6	73.5	14.1
IncremntDel:	12.0	4.6	4.6	1.6	1.0	1.0	7.0	1.8	6.3	0.9	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.2	72.5	72.5	34.8	29.1	29.1	74.9	64.1	57.5	79.5	74.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	72.5	72.5	34.8	29.1	29.1	74.9	64.1	57.5	79.5	74.1	14.1
LOS by Move:	F	E	E	C-	C	C	E	E	E+	E-	E	B
HCM2k95thQ:	19	25	25	51	47	47	20	19	35	1	3	2

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



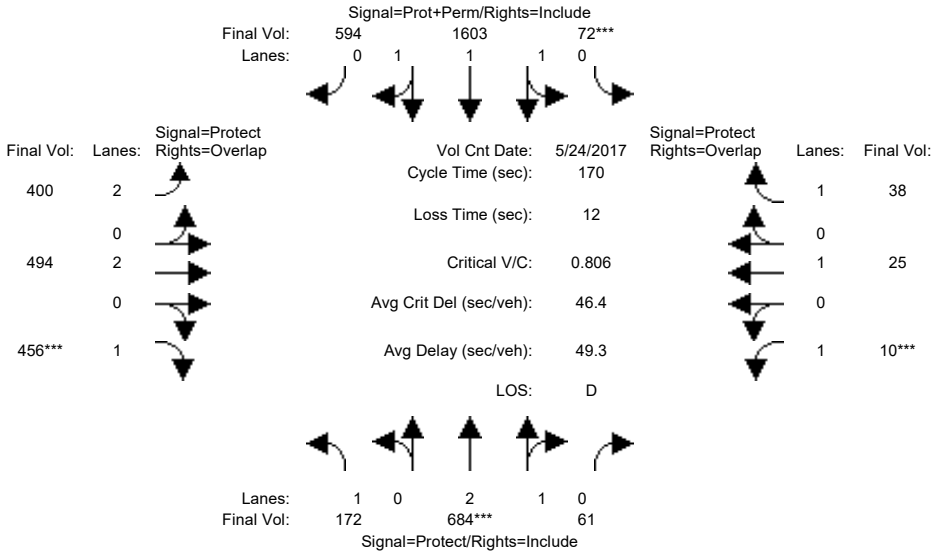
Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	134	1079	28	25	698	569	361	226	198	7	48	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1079	28	25	698	569	361	226	198	7	48	122
Added Vol:	12	9	0	0	5	21	26	24	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	-3	0	0	0
Initial Fut:	146	1088	28	25	703	590	387	250	212	7	48	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1088	28	25	703	590	387	250	212	7	48	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1088	28	25	703	590	387	250	212	7	48	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1088	28	25	703	590	387	250	212	7	48	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5459	140	128	3593	1800	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.00	0.20	0.33	0.12	0.07	0.12	0.00	0.03	0.07
Crit Moves:	****					****	****				****	
Green Time:	24.7	61.4	61.4	60.3	97.0	97.0	36.3	29.1	53.8	17.2	10.0	70.3
Volume/Cap:	0.61	0.58	0.58	0.58	0.36	0.61	0.61	0.41	0.41	0.04	0.45	0.18
Uniform Del:	73.1	48.8	48.8	49.5	23.8	28.5	65.4	67.7	50.3	73.9	82.4	36.0
IncremntDel:	4.5	0.5	0.5	0.4	0.1	0.5	1.7	0.4	0.5	0.1	3.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.6	49.3	49.3	49.9	23.9	29.0	67.1	68.1	50.8	74.0	85.4	36.1
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:	77.6	49.3	49.3	49.9	23.9	29.0	67.1	68.1	50.8	74.0	85.4	36.1
LOS by Move:	E-	D	D	D	C	C	E	E	D	E	F	D+
HCM2k95thQ:	17	29	29	29	20	38	21	11	18	1	6	9

ATTACHMENT 6

Bright Horizons
SJ17-1732

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

Intersection #11: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 05:00:00 PM												
Base Vol:	161	675	61	72	1596	580	404	473	440	10	25	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	675	61	72	1596	580	404	473	440	10	25	38
Added Vol:	15	9	0	0	7	14	-4	21	16	0	0	0
PasserByVol:	-4	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	684	61	72	1603	594	400	494	456	10	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	684	61	72	1603	594	400	494	456	10	25	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	684	61	72	1603	594	400	494	456	10	25	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	684	61	72	1603	594	400	494	456	10	25	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.75	0.25	0.10	2.10	0.80	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5141	458	175	3885	1440	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.00	0.41	0.41	0.13	0.13	0.26	0.01	0.01	0.02
Crit Moves:		****		****					****	****		
Green Time:	22.4	28.4	28.4	88.0	94.0	94.0	28.4	34.6	57.0	7.0	13.2	101.2
Volume/Cap:	0.75	0.80	0.80	0.80	0.75	0.75	0.76	0.64	0.78	0.14	0.17	0.04
Uniform Del:	71.1	68.0	68.0	33.7	28.9	28.9	67.5	62.0	50.8	78.6	73.3	14.2
IncremntDel:	12.5	4.9	4.9	1.6	1.0	1.0	6.3	1.8	6.5	0.9	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.6	72.9	72.9	35.3	30.0	30.0	73.8	63.8	57.3	79.5	73.8	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	72.9	72.9	35.3	30.0	30.0	73.8	63.8	57.3	79.5	73.8	14.3
LOS by Move:	F	E	E	D+	C	C	E	E	E+	E-	E	B
HCM2k95thQ:	20	25	25	52	48	48	20	20	36	1	3	2

APPENDIX C: APPROVED, NOT OCCUPIED, AND PENDING PROJECTS

TIA Land Use Data 05/19/2017

TIA Information based on Major Development Update

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Commercial	2015-7262	1080 Stewart Drive	Lawerence Expressway	Redevelop a hotel site (Residence Inn) resulting in a total 357 guest rooms. The new 7-story building will contain 133 rooms (24 of the 248 existing guest rooms are to to be demolished, resulting in a net increase of 109 rooms)	248 Room	Hotel	357 Room	Hotel	UP	Approved	Approved by Planning Commission on 3/14/2016 Building Permit active	Plan Check Pending	
Commercial	2013-7607	1100 N. Mathilda Ave.	Innovation Way	Hotel expansion of existing 173 room hotel to 342 rooms in a new 9 story building and parking sturcture.	173 Room	Hotel	342 Room	Hotel	SDP ER	Approved	Approved by Planning Commission on 12/8/2014 One year extension approved on 12/8/2016		
Commercial	2014-7488	1101 Elko Dr.	Lawrence Station Rd	Allow a 51 unit room hotel and Variance from front setback requirement	N/A	Vacant	51 Room	Hotel	UP VAR ER	Approved	Approved by Planning Commission on 11/10/14; Building Permits active	Plan Check Pending	
Commercial	2016-7521	1120 Innovation Way	N. Mathilda Ave.	A new nine-story, 147,000 sq. ft. hotel with 217 rooms including 6,300 sq. ft. ground floor retail/restaurant and one and a half levels of underground (subsurface) parking. Project includes demolition of the former Fire Station 5 building, which was part of the Moffett Place Development Agreement.	5,300 s.f.	Fire station	217 6,300 s. f.	Hotel Rooms Restaurant	SDP	Comments Provided	Project on hold		
Commercial	2015-7459	1235 Bordeaux Dr.	Java Dr.	Two new hotels: one 8-story, 200 room AC Hotel and one 8-story with 150 rooms with four-level, above grade parking structure. (Courtyard Marriot)	41,832	Industrial	350 (200 + 150)	Two hotel buildings	SDP ER	Approved	Approved by Planning Commission on 11/23/15 Building Permit under review	Plan Check Pending	
Commercial	2015-8116	1313 S. Wolfe Rd.	E. Fremont Ave.	Construct a new 8,973 s.f. two-story retail auto parts store (Auto Zone) and associated parking lot and landscaping imporvements on a vacant lot	0	Vacant	8,973	retail	SDP	Comments Provided	On hold		
Commercial	2017-7137	150 Lawrence Station Rd.	Kifer Rd.	Allow an expansion of an existing Costco gas station (from 20 existing pumps to 30 pumps), including modifications to the existing parking lot and landscaping.	20	fuel pumps in an existing gas station	30	fuel pumps (10 additional from existing)	UP	Pending Review	PRC on 3/15/17		
Commercial	2016-7438	160 Aries Way	Altair Way	Specific Plan Amendment, rezone, environmental reveiw and a Special Development Permit for site and architectural review to consider amending the Downtown Specific Plan (DSP) land use designation from high density residential to retail and office, as well as increase the allowable height from 85 feet to 111 feet. Including a proposal for a 104,440 s.f. seven story building with underground parking resultingin a 4.75 FAR.	18,448 20	Commercial Residential	104,440 s.f.	Office/Retail	ER GPA RZ SDP	Pending Review	Pending Review		
Commercial	2015-7382	250 E. Java Dr.	Borregas Dr.	Major Moffett Park Special Development Permit for a new 5-story hotel with 180 guest rooms and 6,000 SF of ground floor retail.	19,874	Shopping Center	180 guest rooms and 6,893 s.f.	Hotel Rooms Retail	SDP ER	Comments Provided	Project on hold		
Commercial	2014-7659	590 W. El Camino Real	S. Mathilda	Demolition of an existing auto repair and sales facility and allow an 85-room hotel.	2,000 s.f.	Auto Repair	85 Room	Hotel	SDP ER	Comments Provided	Study Session on 4/25/16 PRC comments provided 2/15/17 Resubmitted on 2/25/17 Tentatively scheduled for 5/22/2017 Planning Commission meeting		

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Commercial	2013-7608	696 N. Mathilda Ave.	San Aleso	Combine two parcels, demolish existing structures and construct a 4,387 sq. ft. restaurant with drive thru.	1,650 s.f. 9,800 s.f.	Auto Repair Vacant blg.	4,387 s.f.	Restaurant with drive-thru	SDP	Comments Provided	Approved by Planning Commission on 11/7/16		
Commercial	2012-7895	696 W. El Camino Real	Hollenbeck	New one-story commercial building with 9,836 sf (replacing Bubbles Car Wash Site).	3,800 s. f.	Car Wash, former gas station	9,836 s.f.	Retail	SDP	Approved	Under Construction	Plan Check Pending	
Commercial	2015-7303	725 S. Fair Oaks Ave.	E. El Camino Real	182 room, 5-story hotel	7782	Restuarant	182 5-story	Hotel rooms	ER SDP VAR	Approved	Under Construction	Plan Check Pending	
Commercial	2014-8019	750 Lakeway Drive	Lakeside Drive	Redevelopment of a 232 room hotel with a partial demolition of 32 rooms and construction of a new 7-story hotel with 111 guest rooms (79 net new rooms) including 32 structured parking spaces and associated site modifications.	232 Room	Hotel	311 Room	Hotel	SDP	Approved	Approved by Planning Commission on 12/14/2015 Building Permit active	Plan Check Pending	
Commercial	2015-7624	767 N. Mathilda Ave.	Almanor	Redevelop a commercial site with a 6-story 238-room hotel with surface parking (Hilton Garden Inn)	20,709 s.f.	Restaurant	236 Room	Hotel	SDP ER	Approved	Approved by Planning Commission on 11/7/16		
Commercial	2015-7399	777 Sunnyvale-Saratoga Rd.	S. Mathilda Ave.	Allow an approximately 11,600 square foot new commercial building (grocery store) on existing commercial site. The project replaces a portion (approx. 7,600 s.f.) of the Orchard Supply Hardware building and storage area.	6,800 s.f.	Retail	11,600 s.f.	Retail	SDP	Approved	Project approved by Zoning Administrator. Project appealed to Planning Commission. Appeal denied. Appealed to the City Council, Appeal denied. Project approved on 9/13/16.	Plan Check Pending	
Commercial	2016-7898	830 E. El Camino Real	Maria Ln.	Demolish an existing single story restaurant (Crazy Buffet) and construct a new 127-unit, four-story hotel with underground parking garage on a 2.56-acre parcel.	40,831 s. f.	Shopping Center	127 room	Hotel	SDP ER	Comments Provided	Approved by Planning Commission 4/24/2017.		
Commercial	2014-7633	861 E. El Camino Real	Wolfe	Allow a 162-room hotel (Hampton Inn), including underground parking	31,784 s.f. (demo)	Retail	162 Room	Hotel	SDP VAR	Approved	Approved by City Council on 4/5/2016 Building Permit active	Plan Check Pending	
Commercial	2016-7978	898 E. Fremont Avenue	S. Wolfe Rd.	Demolish and reconstruct an existing gas service station and add a new 3,725 square building consisting of a 2,398 sq. ft. covenience store and 1,327 restaurant tenant and associated site improvements.	1,154 sq. ft.	gas service station	2,398 sq. ft. 1,327 sq. ft.	convenience store restaurant	ER SDP	Comments Provided	PRC comments provided on 12/14/16		
Industrial	2016-7212	1050 Kifer Rd.	Lawrence Expwy	Redevelop a 21.7-acre site (Intuitive Surgical), including construction of two new four-story office/R&D buildings and two parking structures resulting in 755,144 square feet and 80% Floor Area Ratio (FAR). Project includes retention of an existing one-story building and a multi-use trail, and is located within the future Lawrence Station Area Plan.	142,463	Office/R&D	755,144 s.f.	Office/R&D	UP ER	Approved	Approved by Planning Commission on 12/12/16 Under Construction		

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Industrial	2017-7092	106 Lawrence Station Rd.	Lawrence Expressway	Construct a three story storage building at an existing self-storage site for a total FAR 43% in the LSAP area.	103,475 sq. ft.	Self Storage	138,046 sq. ft. (34,571 sq. ft. added)	Self Storage	UP	Comments Provided	Apporved at ZA Hearing on 4/12/17		
Industrial	2002-0223	1081 Innovation Way	Mathilda Ave.	New 2.43M sq. ft. office campus with 70% FAR development in a MP-TOD Zoning District. (Juniper Networks)	673,704 s.f.	Office R&D	2,430,000 s.f.	Office R&D	SDP	Approved	Two buildings completed	Under Construction	
Industrial	2015-7275	1111 Lockheed Martin Way	Enterprise Way	Develop 47-acre parcel with five, 8-story office buildings, 4 parking structures and one amenitiy building for a total floor area of 1,651,795 s.f. and 80% FAR. Project includes a General Plan Amendment to modify the Moffett Park Specific Plan, Rezone to MP-TOD, Special Development Permit for site and architectural review, and an Environmental Impact Report.	924,437 s.f.	Industrial	1,651,795 s.f. Five, 8-story buildings 4 1	Office Parking structures Amenity building	EIR GPA RZ SDP	Approved	Approved by City Council on 6/14/2016 Building Permit phase	Plan Check Pending	
Industrial	2012-7854	1152 Bordeaux Dr.	Mathilda	Major Moffett Park Design Review Application for 1.77 million square feet of office with parking structures and ammenities building.	598,144 s.f.	Office R&D	1,779,554 s.f.	Office R&D	SDP GPA RZ ER	Approved	Approved by City Council on 12/3/2013	Under Construction	
Industrial	2015-7400	1184 N. Mathilda Ave.	Hwy 237	Allow a new 248,259 sq. ft., 5-story office/ R & D building over a 3-level parking structure attached to the building (including one-level of underground basement parking. Project includes reconfiguration of existing surface parking lot.	N/A	Surface parking lot	248,259 s.f.	Office R&D	SDP ER	Approved	Approved by Planning Commision on 6/13/16		
Industrial	2016-7830	1190 Borregas Ave.	Humboldt Ct.	Construct a new 64,354 sq.ft. 3-story office building with a new parking lot and site landscaping, resulting in 60% FAR. Requesting development reserve and green building incentives.	32,800 sq. ft.	Industrial	64,354 sq. ft.	Office	ER SDP	Comments Provided	Planning Commission Study Session on 5/8/17.		
Industrial	2016-7436	1212 Bordeaux Dr.	5th Ave.	Minor Moffett Park Design Review permit to demolish an existing 79,091 sq. ft. one-story industrial building and construct a new 100,091 sq. ft. two-story office building with a partial mezzanine with a total FAR of 50%.	79,091 s.f.	Industrial	100,091 s.f.	Office (2-Story)	DR	Approved	Under Construction	Under Construction	
Industrial	2013-7353	1221 Crossman Ave.	E. Java Dr.	Redevelop an existing office park with two new 7-story office buildings (541,214 s.f.) and one 3-level parking structure.	159,226 sq. ft.	Office R&D	541,214 s.f.	Office R&D	Major MP-DR	Approved	Building shell and site work completed; TI Permit underway	Finaled	
Industrial	2011-7759	1240 Crossman Ave.	E. Java Dr.	Expansion of the NetApp campus (Site 2) utilizing the green building bonus to enable 80% FAR for a total of 554,082 s.f. Two 4-story buildings (12 and 14) and a 5-level parking garage would be built. Two existing buildings (10 & 11) to remain. a total of 332,970 s.f. net new floor area	309,906 sq. ft. (221,112 to remain 88,784 demo)	Office	554,082 s.ft.	Office	PM SDP	Pending Review	Planning Commission study session held on 1/11/16. TIA in process.		
Industrial	2017-7316	1260 N. Mathilda Ave.	W. Java Drive	A new 60,862 sq. ft. office and manufacturing building at an existing JSR Micro site.	92,459	General Industrial	153,321 (add 60,862)	General Industrial	DR	Pending Review	PRC scheduled for 5/17/2017		

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Industrial	2014-7584	215 Moffett Park Drive	Borregas	Major Moffett Park Design Review to allow a new 86,400 square foot R&D building, 5,000 sq. ft. restaurant, and 3-level parking garage resulting in resulting in total of 248,460 square feet of building area on the site and 59.9% FAR with LEED Gold incentive.	157,060 sq. ft.	Office R&D	248,460 s.f. 5,000 s.f.	Office R&D Restaurant	DR ER	Approved	Under Construction In-lieu Public Art Fee paid	Under Construction	
Industrial	2015-7302	221 N. Mathilda Ave.	W. California Ave.	A Peery Park Plan Review Permit to allow redevelopment of a 4.3-acre site (former Mellow's Nursery) into a three-story office/R&D building with a four-level parking structure with partial sub-grade parking, resulting in 145, 516 square feet of floor area (80% FAR). The project includes a request for a Resource Alteration Permit for modifications to a Heritage Resource.	Mellow's Nursery	Agricultural	145,516 sq.ft.	Office	ER RAP UP Peery Park Plan Review Permit	Comments Provided	Heritage Preservation Commission approved Alteration Permit on 12/7/16 Approved by Planning Commission on 12/12/16 Under Building Permit Plan Check review		
Industrial	2016-7173	265 Sobrante Way	W. California Ave.	Allow a 4-story office/R&D building with a detached parking structure, resulting in 120,740 square feet and 79% floor area ratio. Project is within the Peery Park District.	45,558 s.f.	Industrial	120,740 s.f.	Office / R&D	ER UP	Comments Provided	PRC comments provided for Revision 3 on 1/12/17. Rev 4 submitted.		
Industrial	2013-7525	280 Santa Ana Ct.	Arques	Allow three 6-story office buildings with a total of 777,170 sf and 30,000 sf of amenities.	258,279 s.f.	Industrial	777,100 s.f.	Office	SDP EIR TM	Approved	Under Construction	Under Construction	
Industrial	2016-7607	445 N. Mary Ave.	W. Maude Ave.	New 6-story office building, 5-level parking structure and associated site work and landscaping to an existing campus consisting of 2 4-story office buildings and one 2-level parking deck. The project will result in 100% FAR.			171,734 s.f.		ER UP	Comments Provided	Comments provided PRC on 8/17/16		
Industrial	2011-7758	495 E. Java Dr.	Crossman Ave.	Expansion of the Netapp campus (Site 1) utilizing the green building bonus to enable 76.4% FAR and a total of 1,496,971 s.f. Previously approved buildings 5 and 6 will increase by 120,993 s.f, including a fifth story. A new 4-level parking garage is also proposed.	1,169,974 sq. ft.	Office R&D	1,496,971 sq. ft. (326,997 net new sq. ft. with existing and new entitlements)	Office R&D	PM SDP	Approved	Approved, revised (See 2011-7758)	Under Construction	
Industrial	2011-7758	495 E. Java Dr.	Crossman Ave	Expansion of the NetApp campus (site 1) utilizing the green building bonus to enable 76.4% FAR and a total of 1,496,971 s.f.; previously approved buildings 5 and 6 will increase by 120,993 s.f including a fifth story. A new 4-level parking garage is also proposed.	1,169,974 sq. ft.	Office	1,496,971 sq. ft.	Office (326,997 net new sq. ft.)	PM SDP	Approved	Approved by the Planning Commission on 2/29/12. Building Permit not yet submitted.		
Industrial	2015-7256	520 Almanor Ave.	N. Mathilda Ave.	Peery Park Plan Review Permit to to construct a 207,620-sq. ft., four-story corporate/research and development (R&D) office building and a 7-level, partially underground parking structure with attached ground floor retail of up to 4,000 sq. ft. on a 4.4-acre site resulting in a total of 110% FAR. The project includes outdoor dining/recreation areas and a pedestrian/bicycle path for public use.	81,474 sq. ft.	Industrial	207,200 s.f. 4,000 s.f. 7-level, partially underground parking structure	Office building Retail	DR ER	Approved	3/6/17 PC recommended approval CC approved on 3/28/17		

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Industrial	2011-7760	549 Baltic Way	E Caribbean	Expansion of the NetApp campus (site 3) utilizing the green building bonus to enable 60%; FAR for a total of 483,326 s.f. the site would be redeveloped with two 5-story buildings (15 &16).	285,224 s.f.	Office	483,326 s.f.	Office	PM SDP	Approved	Approved by Planning Commission on 10/22/12. No building permit submitted		
Industrial	2011-7495	589 W. Java	N. Mathilda Ave.	Yahoo! campus expansion to add a new, 6-story 315,000 sq. ft. office building, 24,000 sq. ft. special use amenities building and one parking structure.	171,409 s.f.	Office	339,000 s.f.	Office	SDP	Approved	Approved by Planning Commission in 10/10/2011 MMPDR permit extension to 10/10/18		
Industrial	2015-7879	610 N. Mary Ave.	W. Maude Ave.	Peery Park Plan Review Permit to allow the demolition of 28 existing office/industrial bldgs totaling 768,665 sq. ft. & construction of nine three-story & three four-story office bldgs totaling 1,471,400 sq. ft.; a one-story & two, two-story amenity bldgs totaling 40,000 sq. ft.; a four-level, & three six-level above-grade parking structures; an east-west private street with public access; abandonment of Maude Ct; pedestrian and bicycle routes; & site and offsite improvements. Tentative Map to allow 28 exist lots to be merged into 7 lots.	768,665 s.f.	Industrial	1,471,400 sq. ft. 40,000 sq. ft.	Office Amenity Buildings	ER TM Peery Park Plan Review Permit	Comments Provided	PC hearing 4/10/2017 Called for review by City Council, scheduled for 6/6/17.		
Industrial	2013-7609	615 N. Mathilda Ave.	Del Ray	Redevlop 8 parcels by combining the site into one site and construct two new 4-story office R&D buildings with a total of 330,353 s.f. (includes 13,988 s.f. amenities area) resulting in 100% FAR, and serviced by a new 5-level parking garage. The project is located in the PPSP.	109,305 s.f. (eight lot total)	Light Industrial Restaurant with drive thru R&D	316,168 sq. ft. 13,724 sq. ft.	Office Amenities Building	PPSP-PRP	Approved	Approved by Planning Commission on 12/5/16.		
Industrial	2016-7573	623 Pastoria Ave.	W. Maude Ave.	Peery Park Plan Review Permit for a new 56,817 sq. ft. three-story office building with one level of underground parking. The two existing industrial buildings totaling 23,520 sq. ft. will be demolished.	23,520 sq. ft.	Industrial	56,817 sq. ft.	Office	UP Peery Park Plan Review	Comments Provided	Comments provided		
Industrial	2015-8126	684 W. Maude Ave.	N. Pastoria Ave.	Peery Park Plan Review Permit to construct a 174,545-square foot, four-story corporate/research and development (R&D) office building and a 6-level parking structure on a 4.01-acre site resulting in a total of 100% FAR.	198,818	Industrial	620,000	Office R&D	ER UP TM	Complete	Approved by City Council on 4/25/17		
Industrial	2016-7787	840 W. California Ave	N. Mathilda Ave.	Demolish 10 existing R&D office buildings totaling 623,456 sq. ft. and construct a 1,039,834 sq. ft. R&D office complex (net new: 416,378 sq. ft.) consisting of six new industrial buildings and two parking structures on a 29.4 acre site.	623,456 sq. ft.	Industrial (R&D)	1,039,834 sq. ft. (416,378 sq. ft. net new)	Industrial (R&D)	ER SDP TM	Comments Provided	Provided PRC comments on 10/12/16 Application on hold		
Industrial	2015-7539	845 W. Maude Ave.	N. Mary Ave.	Construct a new, 39,233 sq.ft., 4-story office/ R&D building on a 1.66- acre site resulting in 55% FAR.	19,998 s.f.	Industrial	39,233 s.f.	Office	ER UP	Approved	Approved by City Council on 2/23/16	Plan Check Pending	
Mixed Use	2016-7882	1120 Kifer Rd.	Lawrence Expressway	Redevelop a 7.99-acre industrial property with mixed-use, including 7,400 square feet of retail and 520 apartment units (Greystar).	100,800 s.f.	Industrial	7,400 s.f. 520	Retail Apartments	PM SDP	Approved	Approved by Planning Commission on 12/12/16.		

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Mixed Use	2015-7576	1250 Lakeside Dr.	Oakmeade Pkwy	Allow two new buildings: 1) a 6-story, 263 room hotel with an attached 3,000 sq. ft. restaurantand an attached 3-level above grade parking structure, and 2) 5-story, 250 unit apartment building over a 2-level podium parking garage. Includes an amendment to the Lakeside Specific Plan.		Vacant	263 Room 3,000 sq. ft. 250	Hotel Restaurant Apartments	ER SDP SP	Approved	Approved by City Council on 12/13/16		
Mixed Use	2007-0030 and 2016-7290	2502 Town Center Ln.	W. Washington Ave.	2007-0030: To allow a mixed-use project, including 292 residential units, 315,000 square feet of office use, a 200-room hotel, and 1,000,000 square feet of retail use (including : 79,094 sq. ft. cinema with 1,800 seats, existing Target (173,008 sq. ft.) and existing Macy's (177,000 sq. ft.)). in DSP Block 18 Zoning District. (Town Center) 2016-7290: Amend the Final Conditions of Approval for the Sunnyvale Town Center project, including: allowing rental housing units with a ground floor leasing office; allowing temporary parking lot and landscaping improvements at Redwood Plaza; adding allowable ground floor uses; clarifying the expiration of Special Development Permit design approvals; and updating conditions of approval to meet current City policies and standards pertaining to, but not limited to, public improvements, green building and affordable housing.	350,008 sq. ft. 315,000 s.f.	Retail (Target & Macy's) Office (Apple & Nokia)	1,000,000 s.f. 315,000 s.f. 292 200 Room	Retail (includes existing 173,008 sq. ft. Target, 177,000 sq. ft. Macy's and 79,094 sq. ft. (1800 seat) cinema*) Office (Apple & Nokia) Apartments (for rental or ownership) Hotel * The cinema plans were modified by 2016-7968 (sq. ft. inreased from	2007-0030: SDP 2016-7290: SDP 2016-7968: SDP	Approved	2007-0030: Approved by City Council on 2/6/2007 2016-7290: Approved by Planning Commission 5/23/16	Under Construction	
Mixed Use	2015-8110	675 Almanor Ave.	N. Mathilda Ave.	To allow a 150,651 sq. ft. four-story office/R&D building and a detached five-level and partial underground parking structure, resulting in 100% FAR and located within the Peery Park Specific Plan area. The project includes a 2,500 sq. ft. retail space on the ground floor	60,045	Industrial	154,716 sq. ft.	Office R&D	ER UP	Comments Provided	Approved by City Council 4/18/17		
Mixed Use	2015-7756	803 W. El Camino Real	Hollenbeck Ave.	49 residential units (40 apartments + 9 single family homes) 5,662 s.f. of commercial, and a 51 room expansion of the Grand Hotel	24,858 s.f.	Commercial	40 9 5,662 s.f. 51	Multi-family res units Single-family homes Commercial Hotel rooms (expansion of Grand Hotel)	ER SDP TM	Approved	Building Permit under review		
Mixed Use	2014-7373 (Previous 2013-7528 & 2014-7093)	871 and 895 E. Fremont Ave.	E El Camino Real	Redevelopment of a 5.49-acre site with 138 residential units (39 townhomes and 99 apartments) plus 6,934 square feet of retail/office use with surface and underground parking. Project involves Rezoning of 895 E. Fremont Ave. from C-1/ECR to R-3/ECR and preparation of an Environmental Impact Report (EIR).	2 5,600 sq. ft.	Single-family homes Medical office	39 99 6,934	Townhomes Apartments Retail/Office	RZ ER SDP TM	Approved	Approved by the City Council on 12/13/16. EIR certified by the City Council on 12/13/16.		
Residential	2016-8035	1 AMD Place	E. Duane Ave.	Allow 1,076 dwelling units (136 townhomes, 651 mid-rise apartments, 289 walk up apartments) including extension of a public street, internal private streets and dedication of a 6.5 acre public park.	319,000 sq. ft.	R&D Office	136 651 289 6.5-acre	Townhomes Mid-rise apartments Walk up apartments Public park	ER RZ SDP PLR	Pending Review	Pending Review Environmental review pending		

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Residential	2016-7293	1008 E. El Camino Real	Poplar	Rezone the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real) and redevelop former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property comprising a project site of 2.1 acres into a 108-unit, 5-story mixed income (20% of units will be affordable to very low income households) rental housing complex with associated site improvements.	46 1	Mobile Homes Duplex	108	Apartments	ER RZ SDP	Comments Provided	PC hearing continued to 6/12/17 CC hearing continued		
Residential	2014-7985	1050 Helen Ave.	E El Camino Real	Subdivide 2 existing lots into 7 lots plus one common lot and construct 7 two-story homes (3 duets and 1 detached)	2	Single-family units	7	Single-famiy units	ER SDP TM	Approved	Under Construction	Under Construction	
Residential	2015-7810	1111 Karlstad Dr.	Tasman Dr.	Develop 18 three-story townhomes in the Tasman Crossing Industrial to Residential area. Project includes demolition of the existing industrial builidng, site improvements and a Vesting Tentative Map to subdivide the existing lot into 18 lots and 3 common lots.	14,532 s. f.	Industrial	22	Townhomes	ER SDP TM	Comments Provided	Approved by Planning Commission on 4/11/2016		
Residential	2016-7439	1122 Aster Ave.	E. Evelyn Ave.	Redevelopment of a 1.66-acre site into 34 three-story townhomes. Project includes Vesting Tentative Map to subdivide the site into 34 lots and one common lot.	24,948 sq. ft.	Industrial Condos	33	Residential	ER SDP TM	Approved	Approved by Planning Commission on 11/14/16		
Residential	2015-7108	1130 Prunelle Ct.	Hollenbeck Ave.	4-lot subdivision and development of 4 singe-family homes including rezoning and environemental review.	1	Single-family home	4	Single-family homes	ER PM UP VAR	Approved	Under Construction	Plan Check Pending	
Residential	2016-8065	1139 Karlstad Dr.	Tasman Dr.	Demolish an existing 100,517 sq. ft. one-story industrial building and construct a four-story, 250-unit rental apartment building above a podium parking structure. The project proposes a density bonus and includes 20 very low-income rental units.	100,517	Industrial	230 20	Apartments Very Low Income Apartments	ER SDP	Comments Provided	Comments Provided Neighborhood meeting on 5/11/17		
Residential	2017-7108	1640 Albatross Drive	E. Homestead Rd	Allow conversion of a duplex to a child care center for up to 24 children	1	Duplex	up to 24 Children	Child care cneter	SDP		Comments provided on 3/1/2017		
Residential	2017-7219	305 Beemer Ave.	N. Mathilda Ave.	Two new 2-story single family homes exceeding 45% FAR on proposed subdivided lots.	1	single-family home	2	Single-family homes (one on each lot)	DR TM UP	Pending Review	PRC comments porvided on 5/3/17.		
Residential	2015-7886	331 Beemer Ave.	San Andreas Ct.	Subdivide one lot into two lots (flag lot configuration), and build two new single-family homes over 45% FAR. Includes demolition of existing single-family home.	1	Residential (single-family home)	2	Residential (two single-family homes)	DR PM UP	Comments Provided	Fifth round of PRC comments provided on 3/14/17.		

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Residential	2016-7947	364 Beemer Ave.	N. Mathilda Ave.	Vesting Parcel Map to create 2 SFH lots with an easement for driveway. Also for 2 new two -story single-family homes resulting in 2,000 square feet (1600 square feet living area and 400 square feet garage for the front lot, 1620 square feet living area and 380 square feet for the back lot) and 55% floor area ratio. There is an existing home to be demolished.	1	Single-family home	2	Single-family homes	PM		First round of PRC comments provided on 11/30/16. Additional Planning comments provided on 2/10/17.		
Residential	2014-7314	365 Beemer Ave.	N. Mathilda Ave.	Subdivide one lot into two lots and a Use Permit for one single family home.	1	Single-family home	2	Single-family homes	PM UP	Approved	Under Construction	Under Construction	
Residential	2012-7460	388-394 E. Evelyn Ave	S. Bayview	Allow a 67 unit apartment building in DSP/4 zoning district.	3900 s.f. 2 34	Retail Residential Units SROs	67	Apartments	SDP TM	Approved	Under Construction	Under Construction	5/8/2014
Residential	2015-7259	423 E. Maude Ave.	Morse Ave.	Development 11 townhouse units on a 0.59 acres lot. Rezone from R-3 to R-3/PD and vesting tentative map for the individual lots and common lot.	6	Apartments	11	Townhomes	SDP RZ ER TM	Approved	Under Construction	Under Construction	
Residential	2013-7313	457-475 E. Evelyn Ave.	S Bayview	Allow a 117-unit apartment building.	31,000 s.f.	Office	117	Apartments	SDP TM	Approved	Under Construction	Under Construction	7/8/2014
Residential	2015-7772	460 Persian Dr.	N. Fair Oaks	Demolish a 24,014 sq. ft. one-story commercial building and construct a four-story, 66-unit affordable rental apartment building (65 affordable units and an on-site manager's residence), including a ground-level podium parking garage and associated site improvements.	24,000 s.f.	Commercial	65 1	Affordable housing units On-site manager residence	ER SDP	Approved	Building Permit issued	Under Construction	
Residential	2013-7132	520-550 E Weddell	N Fair Oaks	General Plan Amendment and Rezone from Industrial to Residential High Density (M-S/POA to R-4/PD) for 550 Weddell and Special Development Permit to allow redevelopment with 465 apartment units for 550 and 520 Weddell.	183,000 s.f.	Industrial	465	Apartments	GPA RZ SDP	Approved	Under Construction	Under Construction	
Residential	2013-8029	523 E. Homestead Rd.	Canary Dr.	Subdivide 3 lots into 7 lots and allow 7 detached single-family homes	1 2 5	Single-family Duplexes Units total	7	Single-family homes	SDP TM	Approved	Under Construction	Under Construction	
Residential	2016-8055	528 S. Mathilda Ave.	W. Olive Ave.	Demolish 8 apartments and construct a new 38-unit apartment building and associated site improvements.	8	Apartments	38	Apartments	ER SDP TM	Comments Provided	Comments provided at 1/18/17 PRC		
Residential	2017-7140	603 Old San Francisco Rd.	s. Fair Oaks Ave.	Request for a General Plan Amendment Initiation dor an existing 0.74 acre site to change from Neighborhood Commercial to High Density Residential.	1600 sq. ft.	Auto Repair	0.74 acre	High Density Residential	GPA	Pending Review	Scheduled for: Planning Commission on 7/24/2017 City Council on 8/8/2017		
Residential	2013-7081	610 E. Weddell Dr.	N Fair Oaks Ave / Hwy. 101	General Plan Amendment Initiation request to study a change from Industrial to High Density Residential; Rezone from M-S/PD to R-4/PD; and Special Development Permit to allow development of 205 apartment units.	62,443 s.f.	Industrial	205	Apartments	GPA RZ SDP	Approved	Under Construction	Under Construction	

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Residential	2017-7217	617 E. Evelyn Ave	Fair Oaks Ave.	Redevelop the Blue Bonnett Mobile Home Park (54-units) to a 62-unit townhouse development with associated site improvements (net increase of eight units).	54-unit	Mobile Home Park (Blue Bonnett Mobile Home Park)	62	Townhomes	ER SDP TM	Pending Review	PRC comments provided on 4/19/2017		
Residential	2014-7900	625 E. Taylor Ave.	N. Fair Oaks	Construct 20 three-story townhome-style condominiums in the Fair Oaks Junction Sense of Place neighborhood (industrial to residential transition site) and subdivide two existing lots into one common lot and 20 condominium lots. Project includes site improvements and demolition of the existing industrial uses.	5400 s.f.	Commercial/Industrial	20	Townhomes	ER SDP TM	Approved	Approved by Planning Commission on 6/22/15 Building Permit under review	Plan Check Pending	
Residential	2015-8059	669 Old San Francisco Rd.	Gail Ave.	Rezone to R-3/PD, Special Development Permit and Vesting Tentative Map to allow a 3-story 6-unit townhome development.	2	Single-family homes	7	Townhomes	ER RZ SDP TM	Comments Provided	Rezone approved by City Council on 4/25/2017 SDP and TM denied		
Residential	2014-7419	680 E. Taylor Ave.	N. Fair Oaks	Request to modfiy SDP 2013-7272 to allow the addition of 18 new townhomes and community room located at 680 E Taylor and modification to the Vesting Tentative Map (2013-7272) to allow phasing and filing of multiple maps merger of 680 E Taylor into the site.	14,436 s.f.	Industrial	18	Townhomes	SDP TM ER	Approved	Under Construction	Under Construction	
Residential	2014-7602	688 Morse Ave.	E. Ferndale Ave.	Rezone to Planned Development (PD) and redevelopment of a property containing one existing single-family home to two attached single-family homes; subdivision of the 1 existing lot into 2 lots.	1	Single-family home	3	Townhomes	RE PM UP	Pending Review	Zoning Administrator Hearing on 5/10/17		
Residential	2013-7272	698 E. Taylor Ave.	Britton	Redevelop industrial sites with 48 townhome-style condominium units and subdivision to create 13 ground lots.	23,408 s.f.	Industrial	48	Townhouse-style condominiums	SDP TM	Approved	Under Construction	Under Construction	
Residential	2014-7656	701-729 E. Evelyn Ave.	S. Wolfe Rd.	Allow 204 townhome units	155,600 s.f. 4,000 s.f. 9,600 s.f.	R&D Industrial Warehouse	204	Townhomes	ER SDP TM	Approved	Under Construction	Under Construction	
Residential	2015-7736	711 E. Evelyn Ave.	S. Wolfe Rd.	Allow a mod. to the prev. appr. SDP (2014-7656) for a 204-townhome unit development to add a 0.37-acre parcel and 11 add'l units at 711 E. Evelyn Ave, incl. extending the prev.aprvl. Extended the previously approved variance for concierge trash service to the modified area. VTM to allow a mod. to the prev.-appr. VTM (2014-7656) to incl. the 711 E. Evelyn Ave parcel and add an add'l lot, two common area parcels, and 11 condo units; and reconfigure the location of six prev.apvrl. lots and 27 condo units. The modified overall project would total 11.41 acres and 215 townhome units.	2470 s.f.	Auto Repair	11	Townhomes	SDP TM	Approved	Approved by Planning Commssion on 1/11/16 Under Construction	Under Construction	

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Residential	2016-7962	728, 740, 750, 760 and 814 San Aleso Ave.	N. Mathilda Ave.	Redevelop industrial property into 118 multi-family units, including 96 townhome condominiums and 22 duets) within the Peery Park Specific Plan.	14,050 sq. ft. 18,018 sq. ft. 18,335 sq. ft. 18,325 sq. ft. 36,000 sq. ft.	Auto Body Shop (728 San Aleso) Office (740 San Aleso) Office (750 San Aleso) Office (760 San Aleso) Office (814 San Aleso)			ER SDP TM	Pending Review	PRC on 12/14/16 Resubmitted on 2/9/17 PRC on 3/15/17 PC study session on 3/27/17		
Residential	2015-7264	755 E. Evelyn Ave.	S Wolfe Rd.	42 townhomes (3-story) and vesting tentative map for 42 residential lots and one common lot. Variance to allow the project to impair solar access to 38% of carport roofs on the adjacent apartment property to the east on the afternoon of the Winter Solstice when up to 10% is allowed.	32,168 s.f.	Industrial	42	Townhomes	SDP ER TM VAR	Approved	Approved by Planning Commssion on 9/14/15 Under Construction	Under Construction	
Residential	2017-7248	842 Sunnyvale-Saratoga Rd.	S. Mathilda Ave.	Develop four new single family homes. Two single family homes are proposed to be demolished as part of the application.	2	Single-family homes	4	Single-family homes	TM SDP	Pending Review	PRC scheduled for 5/3/2017		
Residential	2014-7770	845 Maria Lane	S Wolfe Rd	5-unit Townhouse Development	1	Single-family home	5	Townhomes	RZ TM SDP	Approved	Approved by Planning Commission on 6/8/15 Building Permit active	Under Construction	
Residential	2015-7707	900 Henderson Ave.	E. El Camino Real	Create 112 condominium units in place of 112 mobile home spaces.	112	Mobile homes	122	Condominiums	PM	Comments Provided	Approved by Planning Commssion on 4/24/17		
Residential	2014-7417	915 De Guigne Dr.	Duane	450 townhouse units and demolition of the existing maufacturing site. Also see GPA and RZ under 2014-7416	261,726 s.f.	Industrial	450	Condos/Townhomes	SDP TM ER	Approved	Building Permit under review	Plan Check Pending	
Residential	2015-7706	954 Henderson Ave.	E. El Camino Real	for 166 condominium units in place of 166 mobile home spaces.	166	Mobile homes	166	Condominiums	TM	Comments Provided	Approved by Planning Commssion on 4/24/17		