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

Sunnyvale Materials Recovery and Transfer Station (SMaRT Station®)

December 2016

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



Prepared by: Kimley-Horn and Associates 555 Capitol Mall, Suite 300 Sacramento, CA 95814



SUNNYVALE SMART STATION®

ADDENDUM TO THE SUNNYVALE MATERIALS RECOVERY AND TRANSFER STATION FINAL ENVIRONMENTAL IMPACT REPORT SCH NO. 89022812

Prepared for City of Sunnyvale

P.O. Box 3707

Sunnyvale, California 94088-3707

Prepared by Kimley-Horn and Associates

555 Capitol Mall

Sacramento, California 95814

Date December 2016

TABLE OF CONTENTS

1.0	Introduction	. 1-1			
2.0	Description of Modified Project	. 2-1			
3.0	Analysis of Potential Environmental Effects	.3-1			
4.0	Recommendation	. 4-1			
5.0	Preparers	.5-1			
6.0	References	. 6-1			
LIST	OF FIGURES				
Figur	Figure 1 Regional Map4-3				
Figur	igure 2 Vicinity Map4-4				

i

LIST OF APPENDICES

Appendix A Transportation Impacts Letter

This Page Intentionally Left Blank

1.0 INTRODUCTION

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

- Final Environmental Impact Report (certified September 1990, State Clearinghouse Number 89022812 (1990 Final EIR); and,
- Addendum to the 1990 Final EIR, approved July 1992 (1992 Addendum).

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

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

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

B. Purpose of This Addendum

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

C. CEQA Framework for Addendum

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

- Substantial changes in the project which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of EIR certification, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the EIR,
 - B. The project will result in impacts substantially more severe than those disclosed in the EIR,
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or
 - D. Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

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

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

D. Adoption and Availability of the Addendum

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

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

This Page Intentionally Left Blank

2.0 DESCRIPTION OF MODIFIED PROJECT

A. Project Location

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

B. Modified Project

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

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

Permitted Maximum Peak Tonnage: 1,500 tons per day

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

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

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

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

This Page Intentionally Left Blank

3.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

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

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

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

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

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

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

This Page Intentionally Left Blank

4.0 RECOMMENDATION

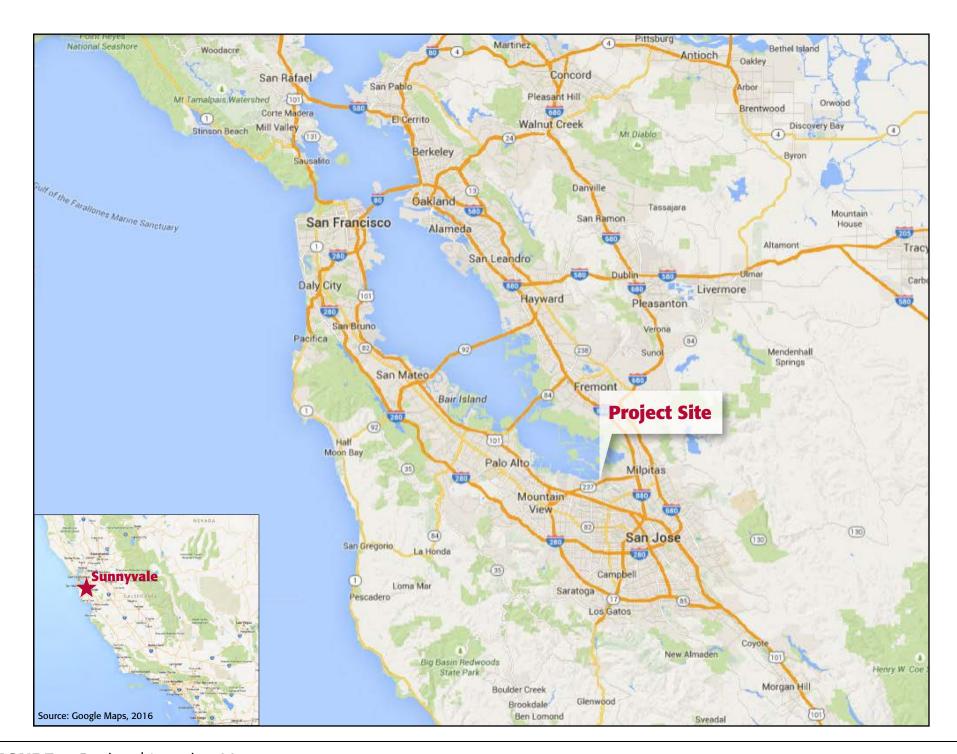
That the City of Sunnyvale finds on the basis of substantial evidence in the light of the whole record that the proposed modifications to the original project are within the scope of the original 1990 Final EIR analysis and will not cause any new significant environmental impacts, substantially increase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

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

- (1) NO substantial changes are proposed in the project which will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) NO substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information which was not known and could not have been known with the exercise of reasonable diligence at the time the previously adopted Mitigated Negative Declaration was adopted, does NOT show any of the following:
 - (A) The project will have one or more significant effects not discussed in the previously certified EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

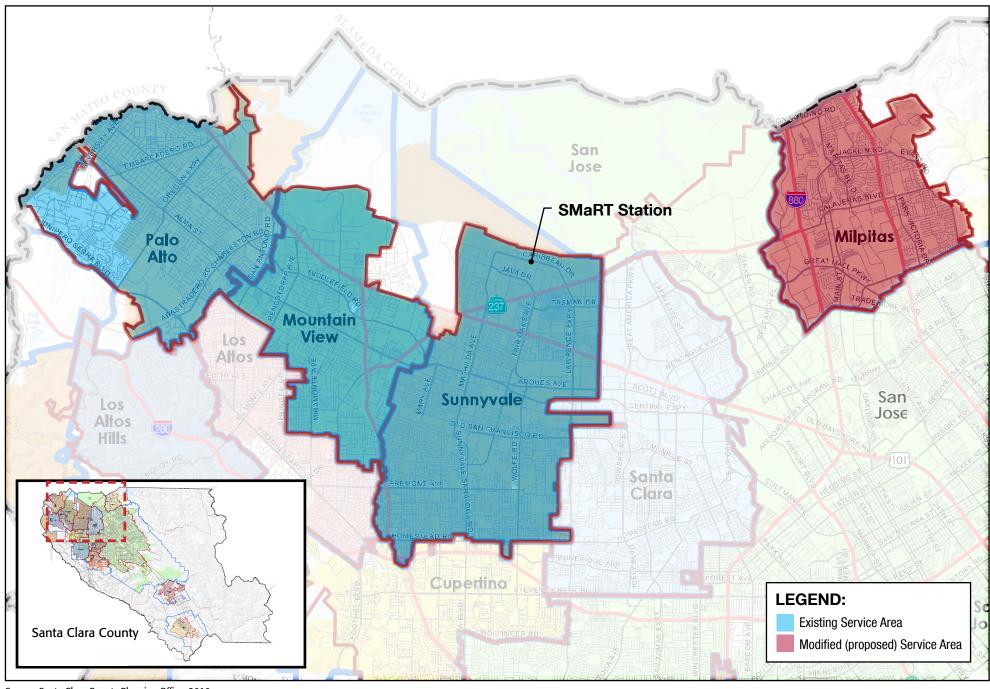
Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the EIR certified September 1990 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the 1990 EIR and as modified by the 1992 Addendum, and no new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

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









Source: Santa Clara County Planning Office, 2010





SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. **Project Title:** SMaRT Station^{®1} - Addition of Milpitas to Service Area

2. Lead Agency Name and Address:

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

- 3. Contact Person and Phone Number: Mark Bowers, Solid Waste Programs Division Manager (408) 730-7421
- 4. **Project Location:** The SMaRT Station is located at 301 Carl Road, Sunnyvale, CA 94089; the proposed addition of Milpitas to the service area would include the entire City of Milpitas.
- 5. **Project Sponsor's Name and Address:**

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

- 6. **General Plan Designation:** Environmental Services 7. **Zoning:** M3 PD (General Industrial Planned Development)
- 8. **Previous Environmental Document:** Previous review under the California Environmental Quality Act (CEQA) for the SMaRT Station was completed with an EIR certified by the City of Sunnyvale in 1990 (State Clearinghouse No. 89022812). The EIR evaluated the construction of the SMaRT Station and a service area covering three cities and an "extended service area" that included a portion or all of some adjacent/nearby jurisdictions. The City of Milpitas was not included in the extended service area.

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

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

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

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

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

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

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

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

Permitted Maximum Peak Tonnage: 1,500 tons per day

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

519 on regular weekends

1,390 on extra dump weekend events

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

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

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

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

None.

substantial importance, as indicated by the checklist and discussion on the following pages. Aesthetics Agriculture Resources Air Quality **Biological Resources** Cultural Resources Geology / Soils Hydrology / Water Quality Hazards & Hazardous Materials Land Use / Planning Mineral Resources Noise Population / Housing **Public Services** Recreation Transportation / Traffic Utilities / Service Systems Mandatory Findings of Significance Greenhouse Gases **DETERMINATION:** On the basis of this initial evaluation: No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEOA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR is adequately discusses the potential impacts of the project without modification. No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM. Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required. Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required. Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required. Signature Date For Printed Name

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

- A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No New Impact/No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) A finding of "New Mitigation is Required" means that the project have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.
- A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.
- 4) A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.

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

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

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

Issues:			Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
II.	RESC impacts signiff agence Agrice Assess Califo option agrice wheth timbe effect comp. Fores: state's Fores: carbo Fores:	CULTURE AND FOREST DURCES. In determining whether ets to agricultural resources are ficant environmental effects, lead ies may refer to the California ultural Land Evaluation and Site sment Model (1997) prepared by the ornia Dept. of Conservation as an nal model to use in assessing impacts on ulture and farmland. In determining her impacts to forest resources, including rland, are significant environmental s, lead agencies may refer to information iled by the California Department of try and Fire Protection regarding the s inventory of forest land, including the t and Range Assessment Project and the t Legacy Assessment project; and forest in measurement methodology provided in t protocols adopted by the California Air arces Board. Would the project:				
	a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
	b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
	c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
	d)	Result in the loss of forest land or conversion of forest land to non-forest use?				
	e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				

New

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

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

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

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

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

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

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

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

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

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

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
	d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
	f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
resour the sit modifi physic projec change projec	ces beca e. The 19 ed proje al chang t would es to pro t would	the 1990 Final EIR identified that the proposes the SMaRT Station site was previously 1990 Final EIR included mitigation measures of would extend the existing service area to est to the existing SMaRT Station site, incluserve existing facilities within the City of operties or existing structures within the Manot require changes to the mitigation measured.	y disturbed as a r to address indir to include the City uding the buildir Milpitas and wor ilpitas service are	result of previous ect impacts on a fect of the fect o	us landfill ope wildlife in the d would not re nal areas. The or permit an ed modification	rations at area. The equire any modified y physical ons to the
V.	CULTU project:	JRAL RESOURCES. Would the				
	a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				

New Potentially New No New Significant Mitigation is Impact/No Reduced Impact Required Impact Impact	Potentially Significant		Issues:
		Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	c)
		Disturb any human remains, including those interred outside of formal cemeteries?	d)
		Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?	e)
cts on cultural resources and no mitigation measures of the modified project. The modified project would so and would not require any physical changes to the erational areas. The modified project would serve equire or permit any physical changes to properties	of the modified as and would n perational area	sed. No ground disturbance is proposed as pa existing service area to include the City of Milp aRT Station site, including the buildings or	were propextend the existing SI existing fa
		DLOGY AND SOILS. Would the project:	VI. GI
		Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	a)
		Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	i)
		Strong seismic ground shaking?	ii)
		Seismic-related ground failure, including liquefaction?	iii)
		Landslides?	iv
		Result in substantial soil erosion or the loss of topsoil?	b)
s and would not require any physical changes to crational areas. The modified project would s	cas and would n perational area	existing service area to include the City of MilpaRT Station site, including the buildings or lities within the City of Milpitas and would not tructures within the Milpitas service area. DLOGY AND SOILS. Would the project: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground shaking? Seismic-related ground failure, including liquefaction? Landslides? Result in substantial soil erosion or	extend the existing SI existing fa or existing fa or existing VI. GI a) ii) iii) iii)

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?				
	e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				
Mitiga and op Theref within unstab the Cit buildir would area. 1	tion mea perations fore, the an Alqu ble geolo by of Milp ngs or op not requ The prop	ne 1990 Final EIR identified potential impacts asures were identified for implementation du areas. No ground disturbance or building con modified project does not propose to construist-Priolo Fault Zone or be susceptible to grogic units, or expansive soils. The modified propitas and would not require any physical changerational areas. The modified project would suire or permit any physical changes to proper osed modifications to the project would not real EIR. No additional measures are required.	uring the construction is proct or permit a undshaking, gipect would extiges to the exiting tites or existing tites or existing	struction of the oposed as part of a	SMaRT Station of the modifies that would be andslides, soing service areastion site, include the City of Milhin the Milpit	on facility d project. be located I erosion, to include uding the lpitas and as service
VII.	GREEN the proj	NHOUSE GAS EMISSIONS. Would ect:				
	a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
	b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?				
5	-: -	- 1000 Final FID data materializate the effect		(CUC)		

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

New Potentially Significant Impact

New Mitigation is Required

No New Impact/No Impact

Reduced Impact

Issues:

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

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

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

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

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

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

Issues:

IX.

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

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

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

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

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact			
X.	LANI projec	D USE AND PLANNING. Would the et:							
	a)	Physically divide an established community?			\boxtimes				
	b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?							
	c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?							
Milpit opera result or wit comm chang	as into tions of in any hin the unity i es that	uments as a result of developing the SMaR the service area and does not include any fithe existing facility. Therefore, the inclusion new adverse impacts as a result of conflicts City of Milpitas. No physical structures would Sunnyvale or Milpitas. The modified project would conflict with an existing habitat popular in Sunnyvale or Milpitas. No mitigation	y physical develon of the City of Mowith existing land be developed fect does not plan or impede	opment or sub filpitas into the d use plans on that would phys ropose any de the developme	stantial chang service area withe existing posically divide a velopment or	ges in the would not roject site in existing land use			
XI.	MINERAL RESOURCES. Would the project:								
	a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?							
	b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?							

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

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

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

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

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

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

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

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

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIV.	PUBLIC	C SERVICES. Would the project:				
	a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
		Fire protection?				
		Police protection?				
		Schools?				
		Parks?				
		Other public facilities?				
within however existing the Cit develop need for	the externity of the externity of Milloment was proposed to the externity of the externity	e 1990 Final EIR did not identify any significal ended service area. The modified project with the service area and physical developments. This change would not include any physical pitas. The addition of Milpitas into the servithin Milpitas, nor does it remove an existing services. The inclusion of Milpitas into the services. The inclusion of Milpitas into the services. The inclusion of Milpitas into the services.	vould add the oment or subst development vice area does g barrier to greervice area wo	City of Milpital cantial changes or changes to contauthorize owth that would not result in	s into the ser in the operation current land use any new or a d result in an n an increased	vice area, ons of the ses within additional increased d need for
XV.	RECRE	EATION. Would the project:				
	a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
	b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?				

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

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

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

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

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

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

Current SMaRT Station Trips

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

Table 1: Trip Generation for Current SMaRT Station Traffic

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

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

Milpitas Trucks Trips

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

Table 2: Trip Generation for Proposed Milpitas Truck Traffic

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

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

Issues:

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

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

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

Results of the LOS analysis for without and with the proposed Milpitas trucks conditions are presented in Table 3. All study intersections function within acceptable LOS standards under this analysis scenario. Thus, the project has a less than significant impact at all study intersections and no mitigation measures are required. Analysis sheets are provided in Attachment B of Appendix A.

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

РМР LOS Delay Delay Delay LOS LOS LOS (sec) (sec)1 (sec) 0.224 0.542 25.8 0.224 0.000 С 25.8 27.9 С 27.9 0.542 0.000 Е С 0.0 C 0.0 Mathilda Avenue / Java Drive В 13.6 0.170 C+ 21.6 0.268 В 13.6 0.170 0.000 0.0 0.268 0.000 0.0 Mathilda Avenue / 5th Avenue Е 21.8 0.621 C+ 0.578 21.8 0.000 0.0 C+ 0.578 0.0 Mathilda Avenue / Moffett Park Drive C+ C+ 0.621 22.7 0.000 Е В 0.603 В 0.731 В 0.603 0.000 В 0.731 0.0 Mathilda Avenue / SR 237 WB Ramp Е В 13.4 0.448 B+ 11.6 0.570 В 13.4 0.000 0.0 B+ 11.6 0.570 0.000 0.0 Mathilda Avenue / SR 237 EB Ramps 12.4 13.2 В 0.463 В 13.2 В 12.4 0.0 В 0.0 Mathilda Avenue / Ross Drive 0.668 0.463 0.000 0.668 0.000 D R 0.218 9.7 0.191 12.7 0.1 97 0.0 Borregas Avenue / Caribbean Drive 12.6 R 0.221 0.003 0.192 0.001 Borregas Avenue / Java Drive D В 17.4 0.275 В 17.9 0.333 В 17.4 0.275 0.000 0.0 В 17.9 0.333 0.000 0.0 D 137 0.248 D+ 36.5 0.705 R 137 0.248 0.000 0.0 D+ 36.5 0.000 Crossman Avenue / Caribbean Drive 0.705 0.0 0.422 0.000 0.000 10 Fair Oaks Avenue / Tasman Drive D В 17.0 0.422 B-19.2 0.516 В 17.0 0.0 B-19.2 0.516 0.0 Caribbean Drive / Moffett Park Drive D В 12.5 0.419 0.620 В 12.6 D Lawrence Expressway / Tasman Drive

Table 3: Present-Day Intersection Level of Service Summary

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

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

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

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

Issues:

MAND ATONY EDIDDICG OF

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

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

Does the project have environmental

effects which will cause substantial adverse effects on human beings, either directly or indirectly?

d)

 \Box

 \boxtimes

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

This Page Intentionally Left Blank			

5.0 PREPARERS

City of Sunnyvale (Lead Agency)

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

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

Kimley-Horn and Associates, Inc.

555 Capitol Mall, Suite 300 Sacramento, CA 95814

Alex Jewell, AICP, Project Manager Mike Mowery, Project Manager, Traffic Analysis Elizabeth Chau, Traffic Analyst This Page Intentionally Left Blank

6.0 REFERENCES

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

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

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

This Page Intentionally Left Blank

APPENDIX A

TRANSPORTATION IMPACTS LETTER



December 8, 2016

Mark Bowers Solid Waste Programs Division Manager City of Sunnyvale

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

Dear Mr. Bowers:

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

The SMaRT Station® serves the cities of Mountain View, Palo Alto, and Sunnyvale. Currently, the station is operating at an approximate peak daily tonnage of 940¹, which is less than the 1,500 peak daily tonnage permitted in the 1992 EIR Addendum. This project proposes additional operation of trucks between the SMaRT Station® to/from the City of Milpitas. It is anticipated that the SMaRT Station® will still operate under the tonnage and traffic permitted in the 1992 EIR Addendum.

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

INTERSECTION LEVEL OF SERVICE

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

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

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



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

Traffic conditions were evaluated for the following traffic conditions:

- Future (2010) EIR Baseline Plus Current SMaRT Traffic Conditions Based on "Future (2010) without Project" volumes analyzed in the 1992 EIR Addendum with the addition of current SMaRT Station[®] traffic.
- Future (2010) EIR Baseline Plus Current SMaRT Plus Milpitas Truck Traffic Conditions

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

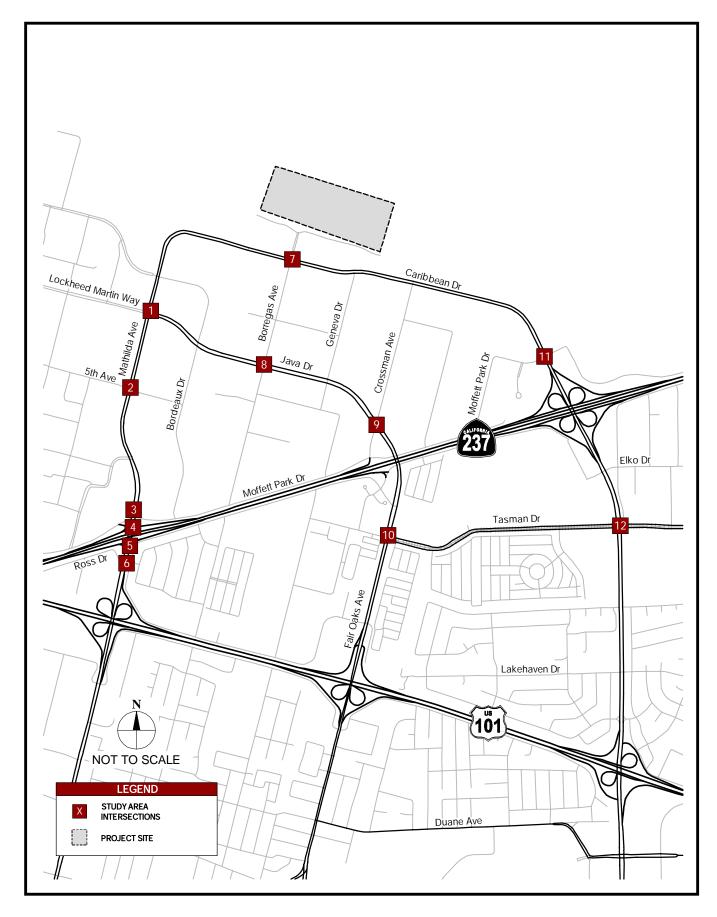




FIGURE 1 PROJECT LOCATION AND STUDY INTERSECTIONS



FUTURE (2010) EIR BASELINE TRAFFIC CONDITIONS

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

Current SMaRT Trips

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

Table 1: Trip Generation for Current SMaRT Station® Traffic

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

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

Milpitas Trucks Trips

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

Table 2: Trip Generation for Proposed Milpitas Truck Traffic

Deily Tring		AM Peak		PM Peak			
Daily Trips	Total	ln	Out	Total	ln	Out	
70	4	4	8	1	1	2	

As shown in **Table 2**, the proposed additional traffic from Milpitas would be 8 trips in the AM peak hour, and 2 trips in the PM peak hour. It should be noted that the number of trips the project will generate during the AM or PM peak hour is under the 100 net new peak hour trip threshold² to warrant the completion of a traffic impact analysis according to VTA guidelines.

_

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



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

Analysis

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

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

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

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

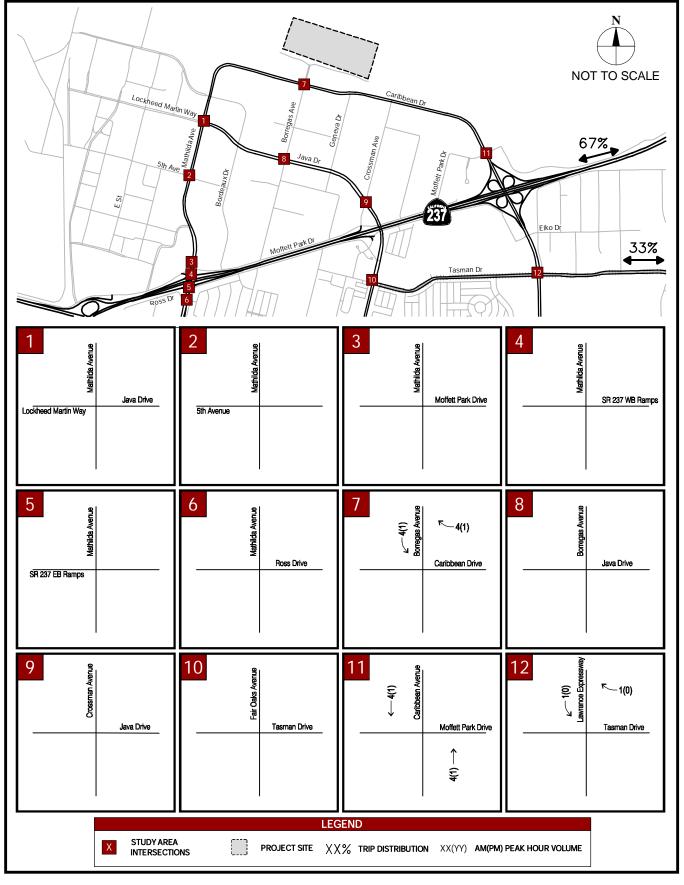




FIGURE 2
MILPITAS TRUCK TRAFFIC
TRIP DISTRIBUTION AND TRIP ASSIGNMENT



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

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

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

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

PRESENT-DAY TRAFFIC CONDITIONS

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

Milpitas Trucks

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

Analysis

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



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

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



Table 5: Present-Day Intersection Level of Service Summary

					Prese	nt-Day						Presen	t-Day Plu	s Milpita	as Trucks			
		LOS		AM Pea	k		PM Pea	k			AM Peal	(PM Peak	(
#	Intersection	Criteria	LOS	Delay (sec)	v/c Ratio	LOS	Delay (sec) ¹	v/c Ratio	LOS	Delay (sec)	v/c Ratio	v/c Var	Crit. Delay Var.	LOS	Delay (sec)	v/c Ratio	v/c Var	Crit. Delay Var.
1	Mathilda Avenue / Java Drive ¹	Е	С	25.8	0.224	С	27.9	0.542	C	25.8	0.224	0.000	0.0	С	27.9	0.542	0.000	0.0
2	Mathilda Avenue / 5th Avenue ²	Е	В	13.6	0.170	C+	21.6	0.268	В	13.6	0.170	0.000	0.0	C+	21.6	0.268	0.000	0.0
3	Mathilda Avenue / Moffett Park Drive ²	E	C+	21.8	0.621	C+	22.7	0.578	C+	21.8	0.621	0.000	0.0	C+	22.7	0.578	0.000	0.0
4	Mathilda Avenue / SR 237 WB Ramps ²	E	В	12.4	0.603	В	16.0	0.731	В	12.4	0.603	0.000	0.0	В	16.0	0.731	0.000	0.0
5	Mathilda Avenue / SR 237 EB Ramps ²	Е	В	13.4	0.448	B+	11.6	0.570	В	13.4	0.448	0.000	0.0	B+	11.6	0.570	0.000	0.0
6	Mathilda Avenue / Ross Drive ²	E	В	12.4	0.463	В	13.2	0.668	В	12.4	0.463	0.000	0.0	В	13.2	0.668	0.000	0.0
7	Borregas Avenue / Caribbean Drive	D	В	12.6	0.218	Α	9.7	0.191	В	12.7	0.221	0.003	0.1	Α	9.7	0.192	0.001	0.0
8	Borregas Avenue / Java Drive	D	В	17.4	0.275	В	17.9	0.333	В	17.4	0.275	0.000	0.0	В	17.9	0.333	0.000	0.0
9	Crossman Avenue / Caribbean Drive	D	В	13.7	0.248	D+	36.5	0.705	В	13.7	0.248	0.000	0.0	D+	36.5	0.705	0.000	0.0
10	Fair Oaks Avenue / Tasman Drive	D	В	17.0	0.422	B-	19.2	0.516	В	17.0	0.422	0.000	0.0	B-	19.2	0.516	0.000	0.0
11	Caribbean Drive / Moffett Park Drive	D	В	12.5	0.419	C-	34.9	0.620	В	12.6	0.420	0.001	0.0	C-	34.9	0.620	0.000	0.0
12	Lawrence Expressway/Tasman Drive1	E	D+	36.5	0.583	D	50.8	0.642	D+	36.5	0.583	0.000	0.0	D	50.8	0.642	0.000	0.0

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

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



CONCLUSION

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

Sincerely,

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

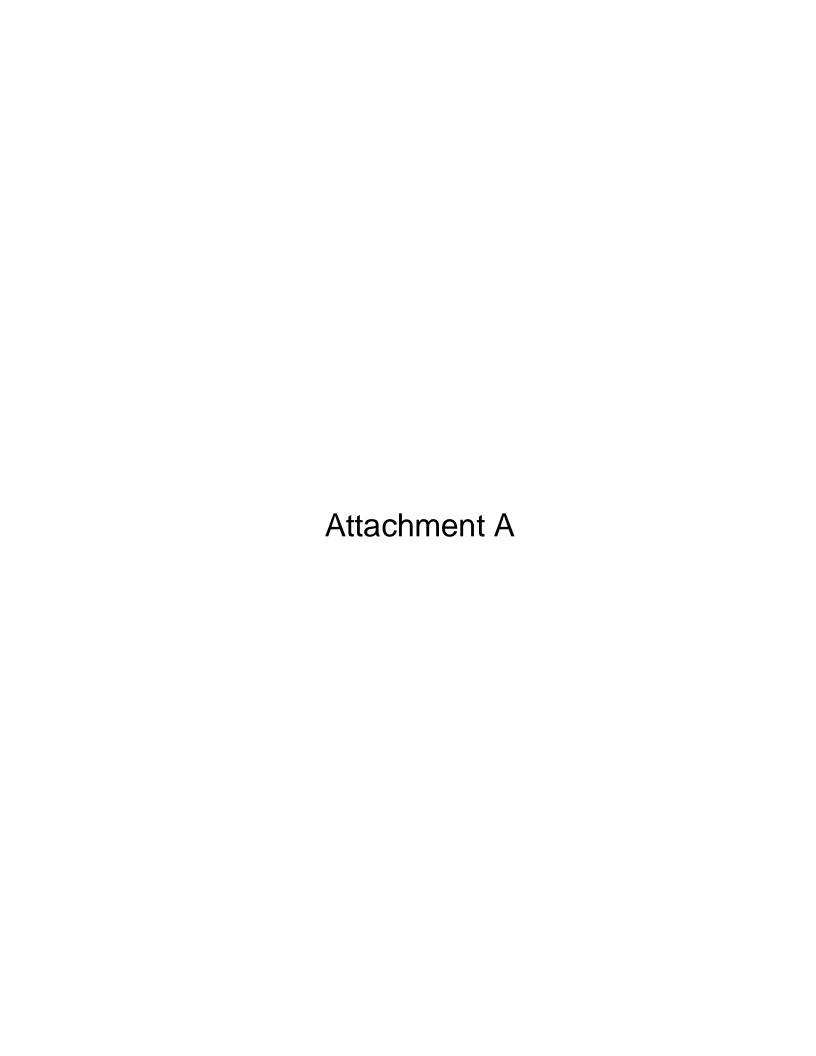
Michael L. Mowery

Attachments:

A – Trip Generation Information

B - LOS Analysis Sheets

C – Queue Analysis



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

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



EIR Baseline + Current AM Tue Nov 22, 2016 13:14:50 Page 1-1

Scenario Report

Scenario: EIR Baseline + Current AM

Command: Default Command Volume: Baseline AM Geometry: Baseline AM Impact Fee: Default Impact Fee

Trip Generation: Baseline AM

Trip Distribution: Default Trip Distribution Paths: Default Path Routes: Default Route

Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

						Computa						
									Alterna			
*****									*****	*****	****	******
Intersection												

Cycle (sec): Loss Time (se Optimal Cycle	,	6	50			Critic	al Vol	L./Car	o.(X):		0.3	346
Loss Time (se	ec):]	L2			Averag	ge Dela	ay (se	ec/veh)	:	XXX	(XX
Optimal Cycle	9: 		16			Level	Of Ser	rvice	:			A
Street Name: Approach:	Mos	sth De	Mathii	da Ave	sth D	aun d	E.	ocknee	ed Mart	111 - c	ava 1	or o
Movement:			– R			- R			- R			- R
Control:												
Rights:		Incl	ıde			ude		Ovl	ccu		Incl	
Min. Green:	7	1.0	1.0	7	1.0	1.0	7	1.0	1.0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (2	1 0	1 () 2	1 0	1 () 2	0 1	1 () 1	1 0
Volume Module	· :											
Base Vol:											132	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:					194			363		211		4
Added Vol:	0	29	0	0	21	0	0				0	
PasserByVol:										0		
Initial Fut:									440			4
User Adj:									1.00			
PHF Adj:						1.00					1.00	1.00
PHF Volume: Reduct Vol:	103	246		25				363		211		4
Reduct Vol:				0 25	015	9		363		0 211		
PCE Adj:												
MLF Adj:									1.00			
FinalVolume:									440		132	4
Saturation Fl				1		ı	1		1	ı		
Sat/Lane:				1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:												
									1.00			
Final Sat.:												
Capacity Anal												
Vol/Sat:		0.07	0.07	0.02		0.05	0.10		0.27		0.04	0.04
Crit Moves:					****			****		****		
Crit Moves:												

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) ****************** Intersection #2 Mathilda Ave / 5th Ave Average Delay (sec/veh): Level Of Service: Loss Time (sec): 6
Optimal Cycle: 33 ******************************* Street Name: Mathilda Ave 5th Ave Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R -----|----|-----|
 Control:
 Protected
 Protected
 Split Phase
 Split Phase

 Rights:
 Include
 Ovl
 Ovl
 Include

 Min. Green:
 7 10 10 7 10 10 10 10 10 10 10 10 10 10
 10 10 10 10
 10 10 10 10
 Volume Module: Base Vol: 87 199 0 0 1132 138 190 0 276 0 0 Initial Fut: 87 228 0 0 1153 138 190 0 276 PHF Volume: 87 228 0 0 1153 138 190 0 276 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 87 228 0 0 1153 138 190 0 276 0 0 0

Vol/Sat: 0.05 0.04 0.00 0.00 0.25 0.25 0.11 0.00 0.16 0.00 0.00 0.00

Crit Moves: ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) ****************** Intersection #3 Mathilda Ave / Moffett Park Dr ************************* Loss Time (sec): 12 Average Delay (sec/veh): Optimal Cycle: 180 Level Of Service: ************************** Street Name: Mathilda Ave Moffett Park Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F L - T - R Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include Rights: Include Include Ov1 Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10 10 10 Volume Module: Base Vol: 80 293 166 22 1570 96 11 29 741 413 175 17 Initial Bse: 80 293 166 22 1570 96 11 29 741 413 175 17 Added Vol: 0 29 0 0 21 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 Initial Fut: 80 322 166 22 1591 96 11 29 741 413 175 PHF Volume: 80 322 166 22 1591 96 11 29 741 413 175 17 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 80 322 166 22 1591 96 11 29 741 413 175 17 FinalVolume: 80 322 166 22 1591 96 11 29 815 413 175 17 -----Saturation Flow Module: Lanes: 1.00 2.00 1.00 1.00 2.83 0.17 1.00 1.00 2.00 0.70 0.30 1.00 Final Sat.: 1650 3300 1650 1650 4668 282 1650 1650 3300 1159 491 1650 Capacity Analysis Module: Vol/Sat: 0.05 0.10 0.10 0.01 0.34 0.34 0.01 0.02 0.25 0.36 0.36 0.01 Crit Moves: **** ****

L - T - R

Approach:

Movement:

L - T - R

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative)

******	******	*****	********	*****
Intersection #4			WB Ramps	******
Cycle (sec):	100		Critical Vol./Cap.(X):	0.838
Loss Time (sec):	: 9		Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	115		Level Of Service:	D
*******	*****	****	********	*****
Street Name:	Mathilda	Ave	SR 237 WB	Ramps

L - T - R

-----|----|

Control: Protected Protected Split Phase Split Phase

North Bound South Bound East Bound West Bound

L - T - R

Rights:		Incl	ude		Incl	ıde		Inclu	ıde		Incl	ıde
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (0 3	0 0	0 (2	1 0	0 (0 0	0 0	0 1	L 0	0 1
Volume Module	≘:											
Base Vol:	101	554	0	0	2358	264	0	0	0	449	15	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	554	0	0	2358	264	0	0	0	449	15	39
Added Vol:	0	29	0	0	6	15	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	583	0	0	2364	279	0	0	0	449	15	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	583	0	0	2364	279	0	0	0	449	15	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	583	0	0	2364	279	0	0	0	449	15	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	583	0	0	2364	279	0	0	0	449	15	39

-----| Saturation Flow Module: Lanes: 1.00 3.00 0.00 0.00 2.68 0.32 0.00 0.00 0.00 0.97 0.03 1.00 Final Sat.: 1725 5175 0 0 4629 546 0 0 0 1669 56 1725 Capacity Analysis Module:

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) ************************** Intersection #5 Mathilda Ave / SR 237 EB Ramps **************************** Cycle (sec): 120 Critical Vol./Cap.(X): 0.890 Loss Time (sec): 9 Average Delay (sec/veh): Optimal Cycle: 168 Level Of Service: Street Name: Mathild Ave SR 237 EB Ramps Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F L - T - R Control: Protected Protected Split Phase Split Phase Rights: Ovl Include Ovl Include Lanes: 0 0 3 0 1 1 0 2 0 0 1 1 0 0 1 0 0 0 0 0 Volume Module: 0 476 330 210 2855 0 168 0 73 0 0 Base Vol: 0 0 0 0 0 0 0 Initial Fut: 0 484 330 210 2861 0 189 0 73 PHF Volume: 0 484 330 210 2861 0 189 0 73 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 0 484 330 210 2861 0 189 0 73 0 0 FinalVolume: 0 484 330 210 2861 0 208 0 73 0 0 0 -----|----| Saturation Flow Module: Final Sat.: 0 5175 1725 1725 3450 0 3450 0 1725 0 0 0 ------Capacity Analysis Module: Vol/Sat: 0.00 0.09 0.19 0.12 0.83 0.00 0.06 0.00 0.04 0.00 0.00 0.00 Crit Moves: ****

EIR Baseline + Current AM Tue Nov 22, 2016 13:14:50

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

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

******							***			****	* * * * *		
Street Name:			Mathil	da Ave	е				Ross	Dr			
Approach:	No:	rth Bo	ound	Sot	uth Bo	ound	Εá	ast Bo	ound	We	st Bo	ound	
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L -	T	- R	
Control:	P:	rotect	ted	Pi	rotect	ed	I	Permit	ted	P	ermit	ted	
Rights:		Inclu	ıde		Inclu	ıde		Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0 2	1 0	1 (0 1	1 0	1 (1	0 1	1 0	1	0 1	
Volume Module	e:												
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	82	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	661	222	147	2434	20	66	6	134	166	12	82	
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	82	

rabberby vor.	0	0	0	0	0	0	0	0	0	U	0	0	
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	82	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	61	669	222	147	2440	20	66	6	134	166	12	82	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	61	669	222	147	2440	20	66	6	134	166	12	82	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	61	669	222	147	2440	20	66	6	134	166	12	82	
	l			1		1	1			1		1	

Saturation F	low Mo	odule:									
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725 172	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Lanes:	1.00	2.25	0.75	1.00	1.98	0.02	1.00	1.00	1.00	1.00 1.0	0 1.00
Final Sat.:	1725	3886	1289	1725	3422	28	1725	1725	1725	1725 172	1725
Capacity Anal	lysis	Modul	e:								
77-1 /0-4 :	0 0 4	0 17	0 17	0 00	0 71	0 71	0 0 4	0 00	0 00	0 10 0 0	1 0 0 5

Capacity Analysis Module: Vol/Sat: 0.04 0.17 0.17 0.09 0.71 0.71 0.04 0.00 0.08 0.10 0.01 0.05 Crit Moves: ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

						Computa						
						d (Futu						
******	****	*****	*****	****	****	*****	****	****	*****	*****	****	****
Intersection							****	*****	*****	*****	****	*****
Cvale (cea):		1.0	10			Critic	21 770	1 /Car	(V).		0.3	77
Cycle (sec): Loss Time (se Optimal Cycle	oa) :	1	2			Vitorac	ar vo.	1./Car	og (moh)		2222	
Ontimal Cual		-	20			Torrol	Of Co.	ay (be		•	۸۸۸۸	λ.
*********	= •		,			rever	****	rvice.				M
Street Name:			Borreg	as Ave	2		_		Caribb			
Approach:										W∈		
Movement:												
Control:]	Permit	ted	I	Permit	ted	P:	rotect	ed	Pr	otect	ed
Rights: Min. Green:		Ovl			Ovl			Incl	ıde		Inclu	ıde
							7	10		7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 :	1 0	0 1	0 :	L 0	0 1	1 (0 2	1 0	1 0	2	1 0
Volume Module				'		'	'			1		'
Base Vol:		1	296	28	4	8	15	1047	17	75	97	6
Growth Adj:						1.00		1.00				1.00
				28	4			1047	17	75	97	6
Initial Bse: Added Vol:	0	-	2,0	5	5	21		0	0		0	6
				0		0		0	0		0	0
PasserByVol: Initial Fut:	0	7	206	33				1047				12
					1 00							
User Adj:						1.00		1.00		1.00		1.00
PHF Adj:					1.00	1.00		1.00		1.00		1.00
PHF Volume:			296	33	9			1047		75		12
Reduct Vol:				0		0	0					0
Reduced Vol:				33	9	29			17			
PCE Adj:			1.00	1.02	1.00	1.00	1.00	1.00			1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	7	296	34	9	29	44	1047	17	75	97	12
Saturation Fl	low Mo	odule:								,		
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:											1.00	
Lanes:				0.79		1.00						
Final Sat.:						1725					4605	
Capacity Anal				1		- 1	1		-1	1		-1
Vol/Sat:				0 02	0 02	0.02	0 03	0 21	0 21	0.04	0 02	0.02
Crit Moves:		0.01	****	0.02	0.02	0.02	0.03	****	0.21	****	0.02	0.02
crit moves.												

						Computa						
						d (Futu						
*******	****	****	*****	****	****	*****	****	****	*****	*****	****	*****
Intersection						*****	****	****	*****	*****	****	*****
Cycle (sec):		1:	20			Critic	al Vol	L./Cai	o.(X):		0.4	197
Loss Time (se	ec):		9			Averag						
Optimal Cycle	e:		37			Level						A
******	****					*****	****	****	*****	*****	****	*****
Street Name:			Borrec	as Ave	e				Java	Dr		
Approach:		rth Bo				ound	Ea	ast Bo	ound	We	st Bo	ound
Movement:	L	- T	- R	L -	- T	- R	L -	- T	- R	L -	T	- R
Control:		Permit	tted '		Permi	ted	P1	cotec	ted '	Pr	otect	ed
Rights:		Incl	ıde		Incl	ıde		Incl	ude		Inclu	ıde
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0 (1!	0 0	1 () 1	1 0	1 0	1	1 0
Volume Module	e:									'		
Base Vol:	88	108	194	90	67	48	80	748	86	50	163	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	55
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	108	194	95	67	48	80	748	86	50	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00
FinalVolume:			194		67		80				163	61
Saturation F	low M	odule	:									
Sat/Lane:		1725			1725			1725				
Adjustment:						1.00		1.00				
Lanes:		0.28	0.50		0.32	0.23		1.79		1.00		0.54
Final Sat.:		478							356			940
Capacity Ana												
Vol/Sat:	0.23		0.23	0.12	0.12	0.12	0.05		0.24		0.06	0.06
Crit Moves:		***						***		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Cin	rculai		Level O Operat							tive)			
*****											****	****	
Intersection						******	****	****	******	****	****	*****	
Cycle (sec):		1	00			Critic	al Vo	l./Caj	o.(X):		0.	529	
Loss Time (se			12 48						ec/veh)	:	XXX		
Optimal Cycle						Level				****	****	A *****	
Street Name: Corssman Ave						Java Dr							
Approach:			ound_								West Bound L - T - R		
Movement:													
Control:	l Pi	rotec	ted	P:	rotec	ted	P	rotec	ted	P:	rotect	ted	
Rights:	_	Ovl		_	Ovl		_	Ovl		_	Ovl		
Min. Green: Y+R:			10 4.0			10			10				
Y+R: Lanes:									0 1	4.0		4.0	
Volume Module	:		'			'	'		'	'			
Base Vol:	15			185	141	33	69	1196	162	66	178	37	
Growth Adj:						1.00			1.00		1.00		
Initial Bse:				185				1196		66			
Added Vol:	-	-	0	0		0	0	-	-	0	6		
PasserByVol: Initial Fut:			0 176	1.05	0 141		0	0 1201	-			-	
Initial Fut: User Adj:			1.00		1.00			1.00			184		
PHF Adj:		1.00	1.00		1.00			1.00			1.00		
	15	22	176	185				1201		66			
Reduct Vol:						0	0						
Reduced Vol:					141			1201					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:								1201			184		
B													
Saturation Fi Sat/Lane:				1650	1650	1650	1650	1650	1650	1650	1650	1650	
Adjustment:					1.00		1.00						
	1.00				1.00			2.00					
Final Sat.:	1650	1650	1650	1650	1650	1650		3300					
Capacity Ana													
Vol/Sat: Crit Moves:	0.01	0.01	0.11	0.11	0.09	0.02	0.04	0.36	0.10	0.04	0.06	0.02	

Level Of Service Computation Report

Circuia	r ziz Operatio	ons method (future volume Alternativ	e)
******	*****	***********	*****
Intersection #10		/ TasmanDr ****************	*****
Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx

12 Average Delay (sec/veh): xxxxxx 114 Level Of Service: C Optimal Cycle: ~****************************** Street Name: Fair Oaks Ave Tasman Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Protected Rights: Ovl Include Include Ovl | Frotected | Frot Volume Module:

Base Vol: 78 204 359 287 1381 85 55 98 92 316 52 51 Initial Fut: 78 210 359 287 1386 85 55 98 92 316 52 51 PHF Volume: 78 210 359 287 1386 85 55 98 92 316 52 51 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 78 210 359 287 1386 85 55 98 92 316 52 51 FinalVolume: 78 210 359 316 1386 85 55 98 92 316 52 51

-----|----| Saturation Flow Module: Lanes: 1.00 2.00 1.00 2.00 1.88 0.12 1.00 0.52 0.48 1.00 1.00 1.00 Final Sat.: 1650 3300 1650 3300 3109 191 1650 851 799 1650 1650 1650

Capacity Analysis Module: Vol/Sat: 0.05 0.06 0.22 0.10 0.45 0.45 0.03 0.12 0.12 0.19 0.03 0.03

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) *********************** Intersection #11 Carribean Dr / Moffett Park Dr ************************** Cycle (sec): 100 Critical Vol./Cap.(X): 0.796 Loss Time (sec): 12 Optimal Cycle: 112 Average Delay (sec/veh): Level Of Service: ~***************************** Street Name: Carribean Dr Moffett Park Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F L - T - R ------
 Control:
 Protected
 Protected
 Split Phase
 Split Phase

 Rights:
 Include
 Ovl
 Ovl
 Ovl

 Min. Green:
 7 10 10 7 10 10 10 10 10 10 10 10 10 10
 10 10 10 10 10
 Volume Module: Base Vol: 178 264 6 1 2204 7 15 0 567 10 0 0 Initial Bse: 178 264 6 1 2204 7 15 0 567 10 0 0 Added Vol: 0 6 0 0 5 0 0 0 0 0 0 0 PHF Volume: 178 270 6 1 2209 7 15 0 567 10 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 178 270 6 1 2209 7 15 0 567 10 0 0 FinalVolume: 178 270 6 1 2209 7 15 0 567 10 0 Saturation Flow Module: Lanes: 1.00 3.91 0.09 1.00 3.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 Capacity Analysis Module: Vol/Sat: 0.11 0.04 0.04 0.00 0.45 0.00 0.01 0.00 0.34 0.01 0.00 0.00 Crit Moves: **** ****

EIR Baseline + Current AM Tue Nov 22, 2016 13:14:50

Page 14-1

_____ Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) *************** Intersection #12 Lawrence Expy / Tasman Dr ********************** Loss Time (sec): 12 Optimal Cycle: 149 Average Delay (sec/veh): Level Of Service: Street Name: Lawrence Expy Tasman Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R Volume Module: Base Vol: 117 744 275 811 1738 114 113 295 141 483 217 188 Initial Bse: 117 744 275 811 1738 114 113 295 141 483 217 188 Added Vol: 0 6 0 0 5 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 117 750 275 811 1743 114 113 295 141 483 217 188 PHF Volume: 117 750 275 811 1743 114 113 295 141 483 217 188 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 117 750 275 811 1743 114 113 295 141 483 217 188 FinalVolume: 129 750 275 892 1743 114 113 295 141 483 217 188 -----|----| Saturation Flow Module: Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 1.35 0.65 1.00 1.07 0.93 Final Sat.: 3300 4950 1650 3300 4950 1650 1650 2233 1067 1650 1768 1532 Capacity Analysis Module: Vol/Sat: 0.04 0.15 0.17 0.27 0.35 0.07 0.07 0.13 0.13 0.29 0.12 0.12 Crit Moves: **** **** **** *************************

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

EIR Baseline + Current PM Tue Nov 22, 2016 13:15:46

Page 1-1

Scenario Report

Scenario: EIR Baseline + Current PM

Command: Default Command Volume: Raseline PM Geometry: Baseline PM Impact Fee: Default Impact Fee

Trip Generation: Baseline PM Trip Distribution: Default Trip Distribution

Paths: Default Path Routes: Default Route

Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative)

******	**************************************									
Intersection #1 Mathilda Ave / Lockheed Martin-Java Dr										
Cycle (sec): 60										
Loss Time (sec):	12	Average D	elay (sec/veh)	: xxxxxx						
Optimal Cycle:	46	Level Of	Service:	A						
Cycle (sec): 60 Critical Vol./Cap.(X): 0.380 Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx Optimal Cycle: 46 Level Of Service: A										
			Lockheed Martin - Java Dr							
			Bound East Bound West Bound							
Movement: L -										
Control: Protected Protected Protected Protected Protected Rights: Include Include Ovl Include Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 10										
Rights: I	include 1	include	Ovl	Include						
Min. Green: 7	10 10 7	10 10	7 10 10	7 10 10						
Y+R: 4.0	4.0 4.0 4.0	4.0 4.0 4	.0 4.0 4.0	4.0 4.0 4.0						
Lanes: 1 0	2 1 0 1 0	2 1 0 1	0 2 0 1	1 0 1 1 0						
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0 1 1 0										
Volume Module:										
Base Vol: 189			02 112 46							
Growth Adj: 1.00 1			00 1.00 1.00							
Initial Bse: 189		232 197 1	02 112 46	125 264 11						
Added Vol: 0	6 0 0	14 0	0 0 0	0 0 0						
PasserByVol: 0	0 0 0	0 0	0 0 0	0 0 0						
Initial Fut: 189				125 264 11						
User Adj: 1.00 1			00 1.00 1.00							
PHF Adj: 1.00 1			00 1.00 1.00							
PHF Volume: 189				125 264 11						
Reduct Vol: 0			0 0 0							
Reduced Vol: 189										
PCE Adj: 1.00 1 MLF Adj: 1.00 1			00 1.00 1.00							
				1.00 1.00 1.00						
FinalVolume: 189										
0-tt Pl M-d										
Saturation Flow Mod Sat/Lane: 1650 1		1650 1650 16	50 1650 1650	1650 1650 1650						

Vol/Sat: 0.11 0.08 0.21 0.02 0.07 0.12 0.06 0.03 0.03 0.08 0.08 0.08

**** ****

Capacity Analysis Module:

			Level C										
			Operat										
******						******	*****	****	*****	*****	****	*****	
Intersection													
Cycle (sec):	\.		60			Critic	cal Vol	L./Caj	o.(X):	0.295 : xxxxxx A			
Loss Time (se	ec):		5			Averag	le ners	ay (se	ec/ven)	•	XXX	XXX	
Optimal Cycle	e:		33 			rever	OI Sei	rvice	:			A	
Street Name:			Mathil						5th				
Approach:						nund	E-	at D					
Movement:	T INO.	T CII D	- R	7	ארוו דו	Juliu	T Ec	ים שמג	Julia			- R	
Control:	I D	rotec	l had	l Di	rotect	ted 1	Sn]	li+ D1	nade I	Sn]	i+ D1	1200	
Control: Rights:		Incl	nde.		0577	ccu	DP.	017]	iabc	DP.	Incl	ıde	
Min. Green:	7	10	10	7	10	10	10	10	1.0	10	10	10	
Min. Green: Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0 2	1 0	1 () 2	1 0	1 () 1	0 1	1 (1 0	
Volume Module			'	1			1		'	1			
Base Vol:		1348	0	0	197	221	116	0	81	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	0	
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0	
							U	U					
Initial Fut:											0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:				0			116	0	81	0	0	0	
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0 81	0	0	0	
Reduced Vol:											0		
PCE Adj:			1.00										
MLF Adj:										1.00	1.00	1.00	
FinalVolume:												0	
Saturation F													
Sat/Lane:			1725										
Adjustment:													
Lanes:													
Final Sat.:													
				1			1			1			
Capacity Ana				0 00	0 0-	0 12	0 05	0 00	0.05	0 00	0 00	0 00	
Vol/Sat: Crit Moves:			0.00	0.00	****		****	0.00	0.05	0.00	0.00	0.00	
Crit Moves:													

EIR Baseline + Current PM Tue Nov 22, 2016 13:15:46

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative)												
Intersection #3 Mathilda Ave / Moffett Park Dr												
							Critical Vol./Cap.(X): 0.792 Average Delay (sec/veh): xxxxxx Level Of Service: C					
Street Name: Approach: Movement:	L ·	- T	- R	Sou L -	ith Bo	- R	ь -	ast Bo	ound - R	Park Dr West E L - T	- R	
Control:										hase		
Lanes:	7 4.0 1	10 4.0 2	10 4.0 1 0	4.0	4.0	4.0 1 0	4.0	4.0	4.0 0 2	4.0 4.0 0 1 0	10 4.0 0 1	
Volume Module:												
Base Vol: Growth Adj: Initial Bse:	1.00	1495 1.00 1495	780 1.00 780	1.00 8	206 1.00 206	19 1.00 19	1.00 0	37 1.00 37	1.00	116 77 1.00 1.00 116 77	1.00	
Added Vol: PasserByVol: Initial Fut:	0		0 0 780	0 0 8	0	0 0 19	0 0 0	0 0 37	0 0 44	0 0 0 0 116 77	0	
PHF Adj:	1.00 1.00 997	1.00	1.00 1.00 780		1.00 1.00 220	1.00 1.00		1.00 1.00 37		1.00 1.00 1.00 1.00	1.00	
Reduct Vol: Reduced Vol:	0 997	0 1501	0 780	0	0 220	0 19	0	0 37	0 44	0 0	0 21	
PCE Adj: MLF Adj: FinalVolume:	1.00 997	1.00 1501	1.00 1.00 780	1.00		1.00	1.00	1.00	48	1.00 1.00 116 77	1.00	
Saturation Fl												
Final Sat.:	1.00 1.00 1650	1.00 2.00 3300	1650 1.00 1.00 1650	1.00 1.00 1650		1.00 0.24 394	1.00 1.00 1650	1650	1.00 2.00 3300	0.60 0.40 992 658	1.00 1.00 1.00 1650	
Capacity Anal			le: '									

Vol/Sat: 0.60 0.45 0.47 0.00 0.05 0.05 0.00 0.02 0.01 0.12 0.12 0.01

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) ************************** Intersection #4 Mathilda Ave / SR 237 WB Ramps **************************** Cycle (sec): 100 Critical Vol./Cap.(X): 0.253 Loss Time (sec): 9 Average Delay (sec/veh):
Optimal Cycle: 36 Level Of Service: Street Name: Mathilda Ave SR 237 WB Ramps Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F L - T - R Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
 Rights:
 Include
 <t Volume Module: Base Vol: 85 384 0 0 386 33 0 0 0 206 1 195 Initial Bse: 85 384 0 0 386 33 0 0 0 206 1 195 Added Vol: 0 6 0 0 4 10 0 0 0 0 0 0 PHF Volume: 85 390 0 0 390 43 0 0 0 206 1 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 390 0 0 390 43 0 0 0 206 1 195 FinalVolume: 85 390 0 0 390 43 0 0 0 206 1 195 -----|----| Saturation Flow Module: Lanes: 1.00 3.00 0.00 0.00 2.70 0.30 0.00 0.00 0.00 0.99 0.01 1.00 Final Sat.: 1725 5175 0 0 4661 514 0 0 0 1717 8 1725 Capacity Analysis Module: Crit Moves: **** ****

EIR Baseline + Current PM Tue Nov 22, 2016 13:15:47

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative)									
Intersection #5 Mathilda Ave / SR 237 EB Ramps									
******	******	*****							
Cycle (sec): Loss Time (sec): Optimal Cycle:	120	Critic	al Vol./Cap.(X):	0.845					
Loss Time (sec):	9	Averag	e Delay (sec/veh)	: xxxxxx					
Optimal Cycle:	120	Level	Of Service:	D					
************	Mathild Ave	******							
		th Dound	SR 237 E						
Approach: North Movement: L -	T = P T	- T - P	T T - P	L - T - R					
Control: Pro									
Rights: (Ovl	Include	Ovl	Include					
Min. Green: 7	10 10 7	10 10	10 10 10	10 10 10					
Y+R: 4.0	4.0 4.0 4.0	4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0					
			1 1 0 0 1						
Volume Module:									
Base Vol: 0 2			870 0 50						
Growth Adj: 1.00 1		1.00 1.00							
Initial Bse: 0 2		515 0	870 0 50	0 0 0					
Added Vol: 0			4 0 0	0 0 0					
PasserByVol: 0 Initial Fut: 0 2'	0 0 0 744 493 63	0 0 519 0	0 0 0 874 0 50	0 0 0					
User Adj: 1.00 1			1.00 1.00 1.00						
PHF Adj: 1.00 1			1.00 1.00 1.00	1.00 1.00 1.00					
PHF Volume: 0 2'				0 0 0					
Reduct Vol: 0				0 0 0					
Reduced Vol: 0 2		519 0		0 0 0					
PCE Adj: 1.00 1									
MLF Adj: 1.00 1			1.10 1.00 1.00						
FinalVolume: 0 2			961 0 50	0 0 0					
Saturation Flow Mode	ule:								
Sat/Lane: 1725 1									
Adjustment: 1.00 1			1.00 1.00 1.00						
	.00 1.00 1.00								
Final Sat.: 0 5			3450 0 1725						
Capacity Analysis Mo Vol/Sat: 0.00 0		0 15 0 00	0 20 0 00 0 02	0 00 0 00 0 00					
Vol/Sat: 0.00 0 Crit Moves: *:			0.28 0.00 0.03 ****	0.00 0.00 0.00					

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

Intersection	Intersection #6 Mathilda Ave / Ross Dr											
Cycle (sec): Loss Time (sec) Optimal Cycle	ec):		12			Averag	e Dela	av (se	ec/veh)	:	xxxx	XXX
Optimal Cycle	e:		90			Level	Of Sei	rvice	:			C
******	****	****	*****	****	****	*****	****	****	*****	****	****	*****
Street Name:			Mathil	da Ave	9				Ross	Dr		
Approach:	No	rth Bo	ound	Soi	ıth Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:									- R			
Control: Rights:	P:	rotect	ed	P:	rotect	ed	. 1	ermit	ted	. 1	ermit	ted
Rights:		Incl	ıde		Incl	ıde		Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R: Lanes:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (0 2	1 0	1 (1	1 0	1 (1	0 1	1 () 1	0 1
Volume Module												
Base Vol:					553					125		
Growth Adj:					1.00	1.00			1.00		1.00	1.00
Initial Bse:			106	56		78	40	4	36	125		151
Added Vol:		2			4	0	0					0
PasserByVol:				0		0	0			0		0
Initial Fut:				56		78		4		125		151
User Adj:			1.00		1.00	1.00		1.00			1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:			106	56	557	78	40	4	36	125	21	151
Reduct Vol:	0	0	0	0	0	0	0	0	0 36 1.00	0		0
Reduced Vol:				56	557	78	40	4	36	125		
PCE Adj:					1.00	1.00					1.00	
MLF Adj:			1.00		1.00	1.00		1.00			1.00	1.00
FinalVolume:							40			125		151
Saturation F												
Sat/Lane:											1725	
Adjustment:											1.00	
Lanes:			0.10			0.25		1.00			1.00	1.00
Final Sat.:						424			1725		1725	
				1			1			1		
Capacity Anal Vol/Sat:				0 02	0 10	0 10	0 00	0 00	0 00	0 07	0 01	0 00
Vol/Sat: Crit Moves:					0.18	0.18	0.02	0.00	0.02	****	0.01	0.09
crit Moves:		****		* * * *						****		

	Cir	cul	ar	212	Οp	erat	io	ns	Me	thoo	1	(Fut	ure	Vo.	Lume	Al	ter	na	iv	e)	
******	***	***	***	***	* * *	***	***	**:	***	****	* *	***	***	***	***	* * *	***	**	***	* *	* :
Intorcoati	on	#7	Don			مبتد	/	000	od hi	0001	. 1	Dν									

******	*****	*******	*****	******	******	******	*****		
Intersection #7 Borregas Ave / Caribbean Dr									
Cycle (sec):	100		Critical	l Vol /Car) (X):	0 1	3 3 1		
Loss Time (sec):	12		Average	Delav (se	c/veh):	XXX	XXX		
Cycle (sec): Loss Time (sec): Optimal Cycle:	30		I evel Of	F Corrido			7		
***********	******	********	******	*******	*******		******		
	Borre				Caribbe				
Approach: N	Borre	gas Ave		Foot D	Caribbe	an Dr	ound.		
Approach: N Movement: L	orth Bound	50utii bt	ouna B	East D	Julia	west bu	Julia		
Control:	Permitted	Permit	tea	Protect	tea	Protect	tea		
Rights: Min. Green: 1	0.41	0.41		Incli	ıde	Incli	ıde		
Min. Green: 1	0 10 10	10 10	10	7 10	10	7 10	10		
Y+R: 4.	0 4.0 4.0	4.0 4.0	4.0	4.0 4.0	4.0	4.0 4.0	4.0		
Lanes: 0	1 0 0 1	0 1 0	0 1	1 0 2	1 0	1 0 2	1 0		
			-						
Volume Module:									
	7 12 41		6			485 1175			
Growth Adj: 1.0				1.00 1.00		1.00 1.00			
Initial Bse:				18 153		485 1175	24		
Added Vol: PasserByVol: Initial Fut:	0 1 0	3 3 0 0	14	6 0	0	0 0	1		
PasserByVol:	0 0 0	0 0	0			0 0	0		
			20	24 153	14	485 1175			
User Adj: 1.0		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00		
PHF Adj: 1.0	0 1.00 1.00	1.00 1.00	1.00	1.00 1.00		1.00 1.00	1.00		
PHF Volume: Reduct Vol:	7 13 41		20	24 153	14 0	485 1175	25		
Reduct Vol:	0 0 0		0	0 0	0	0 0			
Reduced Vol:	7 13 41	14 16	20	24 153	14	485 1175	25		
PCE Adj: 1.0	5 1.00 1.00	1.04 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00		
MLF Adj: 1.0	0 1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00		
FinalVolume:	7 13 41	15 16	20	24 153	14	485 1175	25		
			-						
Saturation Flow	Module:								
Sat/Lane: 172	5 1725 1725	1725 1725	1725	1725 1725	1725	1725 1725	1725		
Adjustment: 1.0	0 1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00		
Lanes: 0.3	5 0.65 1.00	0.47 0.53	1.00	1.00 2.75	0.25	1.00 2.94	0.06		
Final Sat.: 60	4 1121 1725	805 920	1725	1725 4741	434	1725 5067	108		
			-						
Capacity Analysi	s Module:								
Vol/Sat: 0.0	1 0.01 0.02	0.02 0.02	0.01 (0.01 0.03	0.03	0.28 0.23	0.23		
Crit Moves:		****		****		****			

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

				o.cc.								
a i	Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative)											
*******											****	*****
Intersection	#8 B	orrea	as Ave	/ Java	a Dr							
*******						*****	*****	****	*****	****	****	*****
Cycle (sec): Loss Time (s Optimal Cycl		1:	20			Critic	cal Vol	l./Caj	o.(X):		0.	393
Loss Time (s	ec):		9			Averag	ge Dela	ay (se	ec/veh)):	XXX	xxx
Optimal Cycl	e:		36			Level	Of Sea	cvice	:			A
						*****					****	*****
Street Name:		_	Borre	gas Ave	2				Java			_
Approach:	No:	rth_B	ound_	Sou	ıth_B	ound_	E a	ast_B	ound_	- We	est_B	ound_
Movement:	' г.	- T	- R	ь -	- T	- R	ь.	- T	- R	ь.	- T	- R
Control:												
Diahta:		Tnal	udo	-	Tnal	ide	PI	Tnal	udo	PI	Ingl	udo
Rights: Min. Green:	1.0	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 (0 1!	0 0	0 0	1!	0 0	1 () 1	1 0	1 (0 1	1 0
Volume Modul	ė:											
Base Vol:												
Growth Adj:												
Initial Bse:												
Added Vol: PasserByVol:	0	0	0	3	0	0	0	0	0	0	0	1
PasserByVol:	_ 0	0	. 0	0	. 0	0	0	0	0			0
Initial Fut:	75	139	47	69	142	62	20	109	53	191	650	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: PHF Volume:							20			1.00		
Reduct Vol: Reduced Vol:	75	139	47	69	142	62	20	109	53	191	650	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:												
FinalVolume:												
Saturation F	low M	odule	:									
Sat/Lane:												
Adjustment:												
Lanes:												
Final Sat.:	496	919	311	436	897	392	1725	2321	1129	1725	2916	534
Capacity Ana				0 16	0 10	0 16	0 01	0 05	0.05	0 11	0 00	0 00
Vol/Sat: Crit Moves:	0.15	0.15	0.15	0.16	0.16 ****		****	0.05	0.05	0.11	****	0.22
Crit Moves:							~ ~ ~ ~					

Level Of Service Computation Repo

	rever or	service c	Omputation	r Keborr	
Giranlam 212	00000+10	bod+bod pa	/ Pastance 7	707mo 71+	ownotire)

*************** Intersection #9 Crossman Ave / Java Dr Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx

Optimal Cycle			Of Service:	A *******
Street Name:	Corssma	an Ave	Java	Dr
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl

Control:	Protec	ted	Pr	otect	ed	Pr	otect	ed	Pi	cotect	ted
Rights:	Ovl			Ovl			Ovl			Ovl	
Min. Green:	7 10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	0 1	1 0	1	0 1	1 0	2	0 1	1 () 2	0 1
Volume Module	:										
Base Vol:	10 15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10 15	10	37	63	108	57	134	24	235	1235	428
Added Vol:	0 0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10 15	10	37	63	108	57	137	24	235	1236	428
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

PHF Volume:	10	15	10	37	63	108		137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	10	37	63	108	57	137	24	235	1236	428
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
3 J 4	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00

Final Sat.: 1650 1650 1650 1650 1650 1650 1650 3300 1650 1650 3300 1650 ------Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.02 0.04 0.07 0.03 0.04 0.01 0.14 0.37 0.26

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report												
Circular 212 Operations Method (Future Volume Alternative)												
Intersection												
*******		****	*****	****	****	*****						
Cycle (sec):		10	00			Critic	al Vo	l./Caj	p.(X): ec/veh) :		0.5	596
Loss Time (se			12			Averag	e Dela	ay (se	ec/veh)	:	XXX	XXX
Optimal Cycle		į	56			Level	Of Se	cvice	:			A
******						*****	****	****			****	*****
Street Name: Approach:			Fair Oa			ound	₽-	act B	Tasma:		ot D	nund
Movement:												- R
movement.												
Control:												
Rights:		Ovl			Incl	ude		Incl	ude		Ovl	
Min. Green: Y+R:	7	10	10	7	10			10		7	10	10
	4.0	4.0	4.0	4.0		4.0				4.0		
Lanes:						1 0			1 0			0 1
Volume Module Base Vol:		1272	263	28	136	24	73	30	34	217	77	176
Growth Adj:					1.00			1.00				1.00
Initial Bse:				28		24	73	30	34	217		176
Added Vol:	0	1		0	3	0	, 0	0	0	0	,,	1,0
PasserByVol:		0	0	0		0	0	0	0	0	0	0
Initial Fut:		1374	263	28	139	24	73	30	34	217	77	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		1374		28	139	24	73	30	34	217		176
Reduct Vol:		0	0	0		0	0	0	0	0	0	0
Reduced Vol:				28	139	24	73	30	34	217		
PCE Adj:							1.00				1.00	
MLF Adj: FinalVolume:		1.00			139	1.00	1.00			1.00		
Finalvolume.												
Saturation F				1		- 1	1		- 1	ı		1
Sat/Lane:			1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:						486			877		1650	
Capacity Ana				0 01	0 05	0.05	0 04	0 04	0 04	0 10	0 05	0 11
Vol/Sat: Crit Moves:			0.16	0.UI	0.05	0.05	0.04	****	0.04	0.13	0.05	0.11
CIIL MOVES:												

EIR Baseline + Current PM Tue Nov 22, 2016 13:15:47

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative)

******	*****	***********	*****
Intersection #11 (/ Moffett Park Dr	
*******	*****	***********	*****
Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	12	Average Delay (sec/veh):	XXXXXX

Optimal Cycle			49			rever						A
******	****	****	*****	****	*****	*****	****	*****	****	*****	****	*****
Street Name:			Carrib	ean Di	r			Mo	ffett	Park D	r	
Approach:	No:	rth B	ound	Sot	ath Bo	ound	Εa	ast Bo	und	We	st Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	T	- R
Control:	P:	rotec	ted	P	rotect	ed	Sp.	lit Ph	ase	Spl	it Ph	ase
Rights:		Incl	ude		Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (0 3	1 0	1 (3	0 1	0 :	1 0	1 0	0 1	0	0 1
Volume Module	e:											
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3	54	1
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0

rabberby vor.	0	0	U	0	0	0	0	0	0		0	0	
Initial Fut:	627	2228	53	3	203	8	14	7	86	3	54	1	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	627	2228	53	3	203	8	14	7	86	3	54	1	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	627	2228	53	3	203	8	14	7	86	3	54	1	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	627	2228	53	3	203	8	14	7	86	3	54	1	
Saturation Fl	low Mo	odule:											

Saturation F	low Module	:						
Sat/Lane:	1650 1650	1650	1650 1650	1650	1650 1650	1650	1650 1650	1650
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 3.91	0.09	1.00 3.00	1.00	0.26 0.74	1.00	0.05 0.95	1.00
Final Sat.:	1650 6447	153	1650 4950	1650	432 1218	1650	87 1563	1650
Capacity Ana	İysis Modu	le: .						

Vol/Sat: 0.38 0.35 0.35 0.00 0.04 0.00 0.03 0.01 0.05 0.03 0.00 Crit Moves: **** **** ***

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) ********************** Intersection #12 Lawrence Expy / Tasman Dr ************************ Cycle (sec): 100 Critical Vol./Cap.(X): 0.491 Loss Time (sec): 12 Average Delay (sec/veh):
Optimal Cycle: 46 Level Of Service: Street Name: Lawrence Expy Tasman Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R
 Control:
 Protected
 Protected
 Protected
 Protected
 Protected
 Protected
 Include
 Include
 Include

 Min. Green:
 7 10 10 7 10 10 7 10 10 7 10 10
 7 10 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10
 7 10 10</t Volume Module: Base Vol: 81 1377 358 24 510 209 149 273 73 142 147 189 Initial Bse: 81 1377 358 24 510 209 149 273 73 142 147 189 Added Vol: 0 1 0 0 3 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 81 1378 358 24 513 209 149 273 73 142 147 189 PHF Volume: 81 1378 358 24 513 209 149 273 73 142 147 189 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 81 1378 358 24 513 209 149 273 73 142 147 189 FinalVolume: 89 1378 358 26 513 209 149 273 73 142 147 189 -----|----| Saturation Flow Module: Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 1.58 0.42 1.00 1.00 1.00 Final Sat.: 3300 4950 1650 3300 4950 1650 1650 2604 696 1650 1650 1650 Capacity Analysis Module: Vol/Sat: 0.03 0.28 0.22 0.01 0.10 0.13 0.09 0.10 0.10 0.09 0.09 0.11

EIR Baseline + Current PM Tue Nov 22, 2016 13:15:47

Crit Moves: **** ****

Scenario Report

Scenario: EIR Baseline + Current + Milpitas AM

Command: Default Command Baseline AM Volume: Geometry: Baseline AM Impact Fee: Default Impact Fee Trip Generation: Baseline + Milpitas AM Trip Distribution: Default Trip Distribution

Paths: Default Path Routes: Default Route

Configuration: Default Configuration

*******						d (Futu ******					****	***
Intersection *******									*****	******	****	***
Cycle (sec):		6	0			Critic	al Vo	l./Cap	o.(X):	: x	0.346	5
Loss Time (se	ec):	1	.2			Averag	e Dela	ay (se	ec/veh)	: x	xxxx	ĸ
Optimal Cycle	·:	4	16								I	
******						*****						***
Street Name: Approach:			Mathil			nund				in - Jav		-4
Movement:			- R	7	ארוו דו	Duna	T E	ים שמג	Duna	West L -	m BOUI	IU D
Control:												
Rights:						ıde						
Min. Green:							7	10	10	7		1
Min. Green: Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 4	.0	4.
Lanes:	1 (2	1 0	1 (2	1 0	1 (0 2	0 1	1 0	1 1	
/olume Module	-											
						9		363		211 1		
Growth Adj:												1.0
Initial Bse:			108		194		166		440		32	
Added Vol:	0		0	-		-	0			0	0	
PasserByVol:	-	0	-		-	0		0		0	0	
Initial Fut:			108			9		363		211 1		
Jser Adj:					1.00	1.00		1.00		1.00 1.		1.0 1.0
PHF Adj:	1.00		1.00	25	215	1.00	1.00		1.00		00 I	
Reduct Vol:			108		215	-		303		0 0		
Reduct vol:	-	-	-	25	215	9	-	-	440	-	32	
PCE Adj:						1.00			1.00			1.0
MLF Adj:			1.00					1.00				1.0
FinalVolume:				25			166					
Saturation Fl				'			1					
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650 16	50 1	165
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1	1.0
Lanes:												0.0
Final Sat.:												
Capacity Anal						0.05				0.13 0.		
Vol/Sat:												

L - T - R

L - T - R

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

Intersection #2 Mathilda Ave / 5th Ave	*****
Cycle (sec): 60 Critical Vol./Cap.(X):	0.410
Loss Time (sec): 6 Average Delay (sec/veh):	xxxxxx
Optimal Cycle: 33 Level Of Service:	A
********************	*****
Street Name: Mathilda Ave 5th Ave	

Approach: North Bound South Bound East Bound West Bound

L - T - R

L - T - R

Control:	P	rotec	ted	P	rotect	ted	Sp.	lit Ph	ase	Sp.	lit Ph	nase
Rights:		Incl	ude		Ovl			Ovl			Inclu	ıde
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (0 2	1 0	1 (2	1 0	1 (0 1	0 1	1 (0 0	1 0
Volume Module	e:											
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	199	0	0	1132	138	190	0	276	0	0	0
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	228	0	0	1153	138	190	0	276	0	0	0

---||------||------| Saturation Flow Module: Lanes: 1.00 3.00 0.00 1.00 2.68 0.32 1.00 1.00 1.00 1.00 1.00 0.00 Final Sat.: 1725 5175 0 1725 4622 553 1725 1725 1725 1725 1725 0

Capacity Analysis Module:

Movement:

Vol/Sat: 0.05 0.04 0.00 0.00 0.25 0.25 0.11 0.00 0.16 0.00 0.00 0.00

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) *********************** Intersection #3 Mathilda Ave / Moffett Park Dr ************************** Loss Time (sec): 12 Average Delay (sec/veh): Optimal Cycle: 180 Level Of Service: Street Name: Mathilda Ave Moffett Park Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F L - T - R Control: Protected Protected Split Phase Split Phase Rights: Include Include Ovl Include Volume Module: Base Vol: 80 293 166 22 1570 96 11 29 741 413 175 17 Initial Bee: 80 293 166 22 1570 96 11 29 741 413 175 17 Added Vol: 0 29 0 0 21 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 Initial Fut: 80 322 166 22 1591 96 11 29 741 413 175 PHF Volume: 80 322 166 22 1591 96 11 29 741 413 175 17 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 80 322 166 22 1591 96 11 29 741 413 175 17 FinalVolume: 80 322 166 22 1591 96 11 29 815 413 175 17 -----|----|------| Saturation Flow Module: Lanes: 1.00 2.00 1.00 1.00 2.83 0.17 1.00 1.00 2.00 0.70 0.30 1.00 Final Sat.: 1650 3300 1650 1650 4668 282 1650 1650 3300 1159 491 1650 Capacity Analysis Module: Vol/Sat: 0.05 0.10 0.10 0.01 0.34 0.34 0.01 0.02 0.25 0.36 0.36 0.01 Crit Moves: **** ****

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative) **************

Intersection :	#4 Mathilda	Ave /	SR 237 WE	Ramps	
******	*****	*****	*****	*******	******
Cycle (sec):	100			Critical Vol./Cap.(X):	0.838

Cycle (sec):			00	Critical Vol./Cap.(X): 0.838 Average Delay (sec/veh): xxxxxx								
Loss Time (se	ec):						e Dela	ay (se	ec/veh)	:	XXXX	XXX
Optimal Cycle		1	15			Level	Of Ser	cvice:				D
******	****	****	*****	*****	****	*****	****	****	*****	****	*****	*****
Street Name:												
Approach:	No	rth B	ound	Sot	ıth B	ound	Εa	ast Bo	ound	We	est Bo	ound
Movement:												
Control:	Pı	rotec	ted	Pı	cotect	ted	Sp.	lit Ph	ase	Sp.	lit Ph	nase
Rights:		Incl	ude		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:												
Lanes:	1 (3	0 0	0 (2	1 0	0 (0 0	0 0	0 1	L 0	0 1
Volume Module	e:											
Base Vol:	101	554	0	0	2358	264	0	0	0	449	15	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	554	0	0	2358	264	0	0	0	449	15	39
Added Vol:	0	29	0	0	6	15	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	583	0	0	2364	279	0	0	0	449	15	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	583	0	0	2364	279	0	0	0	449	15	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	583	0	0	2364	279	0	0	0	449	15	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

recaucea voi:	TOT	505	U	0	2501	212	0	0	0	112	10	55	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:												39	
Saturation Fl	low Mo	odule:											
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	0.97	0.03	1.00	
Final Sat.:	1725	5175	0	0	4629	546	0	0	0	1669	56	1725	

Capacity Analysis Module:

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

	Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative)											
Ci:												
								****	*****	*****	*****	*****
Intersection								****	*****	****	*****	*****
Cycle (sec):		1:	20			Critic	cal Vo	l./Cap).(X):		0.8	390
Loss Time (se	ec):		9			Averag	ge Dela	ay (se	ec/veh)	:	XXXX	XXX
Optimal Cycle												D
*****					****	*****	****					*****
Street Name:			Mathil			,	_		R 237 E			,
Approach: Movement:	NO:	rtn Bo	ouna - R	501	ıtn B	ound - R	_ E	ast Bo	- R		est Bo	
Movement.												
Control:												
Rights:		Ovl			Incl	ıde	DP.	Ovl	1000		Inclu	
Min. Green:												10
Y+R:			4.0		4.0	4.0			4.0		4.0	4.0
Lanes:	0	0 3	0 1	1 (0 0			0 1		0 0	
Volume Module												
Base Vol:			330		2855			0		0		
Growth Adj:								1.00	1.00		1.00	1.00
Initial Bse: Added Vol:		476			2855 6	0	168 21	0	73 0	0	0	0
			0	0	-	0	21	-	0	0	0	0
PasserByVol: Initial Fut:				-	2861	-	189	-	73	0	-	0
User Adj:						1.00		1.00	1.00	-	1.00	-
PHF Adj:						1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:							189			0	0	0
PCE Adj:									1.00		1.00	
MLF Adj:			1.00					1.00	1.00		1.00	1.00
FinalVolume:								0			0	0
Saturation F: Sat/Lane:				1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:											1.00	
Lanes:							2.00		1.00		0.00	0.00
Final Sat.:									1725			0
Capacity Ana	İysis	Modu.	le:				•					
Vol/Sat:		0.09	0.19	0.12		0.00		0.00	0.04	0.00	0.00	0.00
Crit Moves:					****		****					

Circular 212 Operations Method (Future Volume Alternative) **************************

Loss Time (sec): 12 Average Delay (sec/veh):
Optimal Cycle: 39 Level Of Service:

Street Name: Borregas Ave Caribbean Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F

Initial Bse: 6 1 296 28 4 8 15 1047 17 75 97 6 Added Vol: 0 6 0 9 5 21 29 0 0 0 0 10 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 Initial Fut: 6 7 296 37 9 29 44 1047 17 75 97 16 PHF Volume: 6 7 296 37 9 29 44 1047 17 75 97 16 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 6 7 296 37 9 29 44 1047 17 75 97 16 FinalVolume: 6 7 296 38 9 29 44 1047 17 75 97 16

Lanes: 0.46 0.54 1.00 0.80 0.20 1.00 1.00 2.95 0.05 1.00 2.58 0.42 Final Sat.: 796 929 1725 1387 338 1725 1725 5092 83 1725 4442 733

Vol/Sat: 0.01 0.01 0.17 0.03 0.03 0.02 0.03 0.21 0.21 0.04 0.02 0.02

6 1 296 28 4 8 15 1047 17 75 97 6

L - T - R

Intersection #7 Borregas Ave / Caribbean Dr

Volume Module:

Saturation Flow Module:

Capacity Analysis Module:

Base Vol:

Cir	cula		Level O						t Alterna	tive)			
*******											****	*****	
Intersection						*****	****	****	*****	****	****	*****	
Cycle (sec): Loss Time (se Optimal Cycle	ac):	1	20			Critic	al Vol	l./Car	p.(X):		0.8	345	
Ontimal Cycle	a:	1.4	47			T.evel	Of Sei	cvice	:		111111	D	
*******	****	****	*****	*****	****	*****	****	****	*****	****	****	*****	
Street Name:			Mathil	da Ave	2				Ross	Dr			
Approach: North Bound South Bound East Bound West Bound													
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R													
Control: Protected Protected Permitted Permitted Rights: Include Include Ov1 Ov1 Min. Green: 7 10 10 10 10 10 10 10 10 10 10 10 10 10 10													
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	
Y+R:													
Lanes:	1 (2	1 0	1 () 1	1 0	1 () 1	0 1	1 () 1	0 1	
Volume Module	:		'	'			'		'				
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	82	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	661	222	147	2434	20	66	6	134	166	12	82	
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0	
Added Vol: PasserByVol: Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	82	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	61	669	222	147	2440	20	66	6	134	166	12	82	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:						20			134		12	82	
PCE Adj:									1.00		1.00		
MLF Adj:									1.00			1.00	
FinalVolume:									134			82	
Saturation Fl													
Sat/Lane:						1725					1725		
Adjustment:									1.00		1.00		
Lanes:											1.00		
Final Sat.:									1725		1725		
Capacity Anal						0 86							
Vol/Sat:			0.17	0.09		0.71	0.04	0.00	0.08	0.10	0.01	0.05	
Crit Moves:	***				****					****			

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Ci:		212	Operat	ions 1	Method	omputa l (Futu	re Vol	lume A	lterna			
************ Intersection						*****	****	*****	*****	******	****	****
*****						*****	****	*****	*****	*****	****	****
Cycle (sec): Loss Time (se Optimal Cycle	≘c): e:	12 3 *****	0 9 7 *****	*****	****	Critic Averag Level	al Vol e Dela Of Sei	l./Cap ay (se cvice:	o.(X): ec/veh)	:	0.4 xxxx	197 XXX A
Street Name: Approach: Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -	Т	- R
Control: Rights: Min. Green: Y+R: Lanes:	10 4.0	Permit Inclu 10 4.0	ted de 10 4.0	10 4.0	Permit Inclu 10 4.0	ted ide 10 4.0	7 4.0	rotect Inclu 10 4.0	ed ide 10 4.0	7 4.0	Inclu 10 4.0	ed ide 10 4.0
 Volume Module												
Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol:	88 1.00 88 0 0 88 1.00 1.00 88	1.00 108 0 0 108 1.00 1.00	1.00 194 0 0 194 1.00 1.00	1.00 90 5 0 95 1.00 1.00	1.00 67 0 67 1.00 1.00	1.00 48 0	1.00 80 0 80 1.00 1.00 80	1.00 748 0 0 748 1.00 1.00 748	86 0 0 86 1.00 1.00	1.00 50 0 50 1.00 1.00 50	163 0 0 163 1.00 1.00	1.00 55 6 61 1.00
Reduced Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	88 1.00 1.00 88	108 1.00 1.00 108	194 1.00 1.00	95 1.00 1.00 95	67 1.00 1.00 67	48 1.00 1.00 48	80 1.00 1.00 80	748 1.00 1.00 748	86 1.00 1.00 86	50 1.00 1.00 50	163 1.00 1.00 163	1.00 1.00 1.00

Lanes: 0.22 0.28 0.50 0.45 0.32 0.23 1.00 1.79 0.21 1.00 1.46 0.54 Final Sat.: 389 478 858 780 550 394 1725 3094 356 1725 2510 940

Vol/Sat: 0.23 0.23 0.23 0.12 0.12 0.12 0.05 0.24 0.24 0.03 0.06 0.06 Crit Moves: **** ****

Capacity Analysis Module:

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report												
Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative)												
******						*****	****	****	*****	****	****	*****
Intersection						*****	****	****	*****	****	****	*****
Cycle (sec):		10	00			Critic	al Vo	l./Ca	p.(X):		0.5	529
Loss Time (se	c):	1	L2			Averag	e Dela	ay (s	ec/veh)	:	XXX	XXX
Optimal Cycle			18			Level						A
******	****	*****	*****	****	****	*****	****	****	*****	*****	****	*****
Street Name:			Corssm	an Ave	≘				Java	Dr		
Approach:	No	rth Bo	ound			ound				We	est Bo	ound
Movement:			- R			- R			- R		- T	
Control:	P:	rotect	ed	Pi	rotect	ted	P	rotec	ted	Pı	rotect	ted
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:		10	10		10	10	7			7		10
Y+R:		4.0	4.0		4.0			4.0				4.0
Lanes:			0 1			0 1			0 1	1 (-	
Volume Module												
Base Vol:	15		176	185	141	33		1196		66		37
		1.00	1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	15	22	176	185	141	33		1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	22	176	185	141	33		1201		66		37
		1.00	1.00		1.00	1.00		1.00			1.00	1.00
		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	15	22	176	185	141	33		1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33		1201		66	184	37
		1.00	1.00		1.00			1.00			1.00	
MLF Adj: FinalVolume:		22	1.00 176	185	1.00	1.00		1.00		1.00	1.00	1.00
Saturation Fl												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Anal			Le:									
	0.01	0.01	0.11		0.09	0.02	0.04	0.36	0.10		0.06	0.02
Crit Moves:		***		****				****		****		

Level Of Service Computation Rep

	rever or	per Arce C	Joneputation	Kebot c	
Cinquian (212 Operation	ong Mothod	/ Future We	lumo Altornativol	

on #10 Fair Oaks Ave / Tasman

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

Street Name:		1	air Oa	ks Ave	≘				Tasma	n Dr			
Approach:	No	rth Bo	ound	Sot	uth Bo	ound	Ea	st Bo	ound	We	st Bo	ound	
Movement:	L ·	- T	- R	L ·	- T	- R	L -	T	- R	L -	T	- R	
Control:	Pı	rotect	ted	Pi	rotect	ced	Pr	otect	ed	Pr	otect	ed	
Rights:		Ovl			Incl	ıde		Inclu	ıde		Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 (2	0 1	2 (0 1	1 0	1 (0 (1 0	1 0	1	0 1	
Volume Module	e:												
Base Vol:	78	204	359	287	1381	85	55	98	92	316	52	51	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	78	204	359	287	1381	85	55	98	92	316	52	51	
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0	
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0	

Added VOI:	U	0	U	U	5	U	U	U	U	U	U	U
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	210	359	287	1386	85	55	98	92	316	52	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	210	359	287	1386	85	55	98	92	316	52	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	210	359	287	1386	85	55	98	92	316	52	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	210	359	316	1386	85	55	98	92	316	52	51

Saturation F	low Mo	odule:											
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.52	0.48	1.00	1.00	1.00	
Final Sat.:	1650	3300	1650	3300	3109	191	1650	851	799	1650	1650	1650	
	1												

Capacity Analysis Module:

Vol/Sat: 0.05 0.06 0.22 0.10 0.45 0.45 0.03 0.12 0.12 0.19 0.03 0.03 ***

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

______ Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) ************************ Intersection #11 Carribean Dr / Moffett Park Dr ************************* Cycle (sec): 100 Critical Vol./Cap.(X): 0.797 Loss Time (sec): 12 Average Delay (sec/veh): Optimal Cycle: 112 Level Of Service: Loss Time (sec): 12 Average Delay (sec/veh): _____________ Street Name: Carribean Dr Moffett Park Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - F L - T - R
 Control:
 Protected
 Protected
 Split Phase
 Split Phase

 Rights:
 Include
 Ovl
 Ovl
 Ovl

 Min. Green:
 7 10 10 7 10 10 10 10 10 10 10 10 10 10
 10 10 10 10
 Volume Module: Base Vol: 178 264 6 1 2204 7 15 0 567 10 0 Initial Bse: 178 264 6 1 2204 7 15 0 567 10 0 0 Added Vol: 0 10 0 0 9 0 0 0 0 0 0 0 PHF Volume: 178 274 6 1 2213 7 15 0 567 10 0 0 Reduced Vol: 178 274 6 1 2213 7 15 0 567 10 0 0 FinalVolume: 178 274 6 1 2213 7 15 0 567 10 0 0 Saturation Flow Module: Lanes: 1.00 3.91 0.09 1.00 3.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 Final Sat.: 1650 6459 141 1650 4950 1650 1650 0 1650 1650 0 1650 Capacity Analysis Module: Vol/Sat: 0.11 0.04 0.04 0.00 0.45 0.00 0.01 0.00 0.34 0.01 0.00 0.00

EIR Baseline + Current + MiTue Nov 22, 2016 13:16:08

Crit Moves: ****

EIR Baseline + Current + MiTue Nov 22, 2016 13:16:08

Page 14-1

_____ Level Of Service Computation Report Circular 212 Operations Method (Future Volume Alternative) *************** Intersection #12 Lawrence Expy / Tasman Dr Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: D Street Name: Lawrence Expy Tasman Dr Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R Volume Module: Base Vol: 117 744 275 811 1738 114 113 295 141 483 217 188 Initial Bse: 117 744 275 811 1738 114 113 295 141 483 217 188 Added Vol: 0 6 0 1 5 0 0 0 0 0 0 1 PasserByVol: 0 0 0 0 0 0 0 0 0 0 Initial Fut: 117 750 275 812 1743 114 113 295 141 483 217 189 PHF Volume: 117 750 275 812 1743 114 113 295 141 483 217 189 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 117 750 275 812 1743 114 113 295 141 483 217 189 FinalVolume: 129 750 275 893 1743 114 113 295 141 483 217 189 -----|----| Saturation Flow Module: Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 1.35 0.65 1.00 1.07 0.93 Final Sat.: 3300 4950 1650 3300 4950 1650 1650 2233 1067 1650 1764 1536 Capacity Analysis Module: Vol/Sat: 0.04 0.15 0.17 0.27 0.35 0.07 0.07 0.13 0.13 0.29 0.12 0.12 Crit Moves: **** **** ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

EIR Baseline + Current + MiTue Nov 22, 2016 13:16:25

Page 1-1

Scenario Report

Scenario: EIR Baseline + Current + Milpitas PM

Command: Default Command Baseline PM Volume: Geometry: Baseline AM Default Impact Fee Impact Fee: Trip Generation: Baseline + Milpitas PM

Trip Distribution: Default Trip Distribution Paths: Default Path Routes: Default Route

Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Mathilda Ave		*****
Cycle (sec): 60	Critical Vol./Cap.(X):	0.380
Loss Time (sec): 12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle: 46	Level Of Service:	A
********	*********	******
Street Name: Mathil	da Ave Lockheed Martin	- Java Dr
Approach: North Bound	South Bound East Bound	West Bound
Movement: L - T - R	L - T - R L - T - R	L - T - R
	-	
Control: Protected	Protected Protected	Protected
Rights: Include	Include Ovl	Include
Min. Green: 7 10 10	7 10 10 7 10 10	7 10 10
Y+R: 4.0 4.0 4.0	4.0 4.0 4.0 4.0 4.0 4.0	4.0 4.0 4.0
Lanes: 1 0 2 1 0		1 0 1 1 0
	-	
Volume Module:		
Base Vol: 189 251 347		125 264 11
Growth Adj: 1.00 1.00 1.00		.00 1.00 1.00
Initial Bse: 189 251 347	41 232 197 102 112 46	125 264 11
Added Vol: 0 6 0	0 14 0 0 0 0	0 0 0
PasserByVol: 0 0 0	0 0 0 0 0 0	0 0 0
Initial Fut: 189 257 347		125 264 11
User Adj: 1.00 1.00 1.00		.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00		.00 1.00 1.00
PHF Volume: 189 257 347		125 264 11
Reduct Vol: 0 0 0	0 0 0 0 0 0	0 0 0

Capacity Analysis Module:

Vol/Sat: 0.11 0.08 0.21 0.02 0.07 0.12 0.06 0.03 0.03 0.08 0.08 0.08 Crit Moves: **** **** **** *****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

		1	Level 0	f Serv	vice (Computa	tion I	Repor	t			
Cin	rcula	r 212	Operat	ions 1	Metho	d (Futu	re Vol	lume 1	Alterna	tive)		
******	****	****	*****	****	****	*****	****	****	*****	*****	****	*****
Intersection	#2 Ma	athilo	da Ave	/ 5th	Ave							
*****	****	****	*****	****	****	*****	****	****	*****	*****	****	*****
Cycle (sec):			50			Critic	al Vo	l /Car	p.(X):		0.2	95
Loss Time (se	ec):		6						ec/veh)			
Cycle (sec): Loss Time (se Optimal Cycle	, -:		33			Level						A
******	****	****	*****	****	****					*****	****	
Street Name:			Mathil	da Arra					5th	Δτιο		
Approach:						ound	Ea	ast R		We	st Bo	nund
Movement:			- R			- R			- R			- R
Control:									hase			
Rights:		Tnalı	ıde		0171	cca	DP.				Incli	
Min. Green:			10	7	10	10			10			10
Y+R:						4.0				4.0		
Lanes:									0 1			1 0
Lanes.												
Volume Module				1			1					
Base Vol:		12/0	0	0	197	221	116	0	81	0	0	0
Growth Adj:					1.00	1.00	1.00				-	-
Initial Bse:		1348	0.00	1.00		221	116	1.00		0.00	00.1	1.00
Added Vol:		1346	0	0			110	0		0	0	0
PasserByVol:		0		0		0	0	0	-	0	0	0
Initial Fut:		1354		0		221	116	0		0	-	0
User Adj:						1.00	1.00			1.00	-	-
		1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Wolume:		1354	1.00	1.00		221	116	1.00		1.00	1.00	1.00
				-				0		0	0	0
Reduct Vol:		0		0	0	0	0	-		0	-	-
Reduced Vol:		1354		0		221	116	1 00			0	0
PCE Adj:									1.00			1.00
		1.00					1.00			1.00		
FinalVolume:				0				0		-	-	0
Saturation F				1505	1505	1505	1505	1505	1505	1505	1505	1505
Sat/Lane:					1725		1725					
Adjustment:							1.00					
		3.00					1.00					
Final Sat.:			0			1725	1725					0
				1			1			1		
Capacity Ana				0 00	0 0-	0 12	0 05	0 00	0.05	0 00	0 00	0 00
Vol/Sat:		0.26	0.00	0.00	0.06	0.13	0.07	0.00	0.05	0.00	U.00	0.00
Crit Moves:												

Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1 (2	1 0	1 (0 1	0 2	0 :	1 0	0 1
Volume Modul	e:											
Base Vol:	997	1495	780	8	206	19	0	37	44	116	77	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	1495	780	8	206	19	0	37	44	116	77	21
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	997	1501	780	8	220	19	0	37	44	116	77	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	997	1501	780	8	220	19	0	37	44	116	77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	1501	780	8	220	19	0	37	44	116	77	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	997	1501	780	8	220	19	0	37	48	116	77	21
Saturation F	low M	odule	:									

Vol/Sat: 0.60 0.45 0.47 0.00 0.05 0.05 0.00 0.02 0.01 0.12 0.12 0.01

Capacity Analysis Module:

Crit Moves: ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

						Computa						
Cii									Alterna *****		*****	*****
Intersection	#4 Ma	athilo	da Ave	/ SR :	237 W	B Ramps						
Cvcle (sec):		1 (o.(X):			
Loss Time (se	ec):		9			Averag	e Dela	ay (se	ec/veh)	:	XXXX	
Optimal Cycle	∍:		36			Level						A
******	****	****	*****	****	****	*****	****	****	*****	****	*****	*****
Street Name:			Mathil						R 237 W	B Ramp	ဥဒေ	
Approach:		rth Bo		Sot	uth B	ound	Εa	ast Bo	ound		est Bo	
Movement:			- R			- R			- R		- T	
Control:	P:			Pi			Sp.		nase	Sp.		
Rights: Min. Green:	7	Inclu 10	ide 10	7	Incl	ude 10	10	Inclu 10	ide 10	10	Inclu 10	10e
Min. Green. Y+R:	4.0		4.0		4.0	4.0		4.0	4.0	4.0		4.0
Lanes:	1 1					1 0						
	_											
Volume Module			'	1		'	1		'	1		1
Base Vol:	85	384	0	0	386	33	0	0	0	206	1	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	384	0	0	386	33	0	0	0	206	1	195
Added Vol:	0	6	0	0	4	10	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85		0	0	390	43	0	0	0	206	1	195
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume: Reduct Vol:	85 0	390	0	0	390 0	43	0	0	0	206	1	195
Reduct Vol:	85	0 390	0	0	390	43	0	0	0	206	1	0 195
	1.00		1.00	-	1.00	1.00	-	1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			0	0	390	43	0	0	0	206	1	195
Saturation Fl	Low Mo	odule	: '	'						'		
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00		0.00		2.70	0.30		0.00	0.00		0.01	1.00
Final Sat.:			0		4661	514	. 0	0	0	1717	8	1725
Capacity Anal				0 00	0 00	0 00	0 00	0 00	0 00	0 10	0 10	0 11
Vol/Sat: Crit Moves:	****	0.08	0.00	0.00	****	0.08	0.00	0.00	0.00	0.12	0.12	0.11
CIIC MOVES:												

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

Control:	Pı	rotec	ted	Pı	cotect	ted	Sp.	lit Ph	nase	Sp.	lit Ph	nase
Rights:		Ovl			Incl	ıde		Ovl			Incl	ıde
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 (2	0 0	1 :	L 0	0 1	0 (0 0	0 0
Volume Module	≘:											
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2742	493	63	515	0	870	0	50	0	0	0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2744	493	63	519	0	874	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2744	493	63	519	0	961	0	50	0	0	0

Capacity Analysis Module: Vol/Sat: 0.00 0.53 0.29 0.04 0.15 0.00 0.28 0.00 0.03 0.00 0.00 0.00

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

						Computa						
Ci:									Alterna			*****
Intersection	#6 Ma	athilo	da Ave	/ Ross	s Dr							
Cycle (sec):		1:							o.(X):			
Loss Time (se	ec):		12			Averag	ge Dela	ay (se	ec/veh)	:	XXX	xxx
Optimal Cycle												
Street Name:			Mathi]			*****	*****	****	Ross		****	*****
Approach:						ound	Ea	ast Bo			est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R			- R
Control:	Pı	rotect	ted	Pi	rotect	ted]	Permit	tted	I	Permi	tted
Rights: Min. Green:		Inclu		7	Incl	ude 10		Ovl	10	1.0	Ovl	
Y+R:	4 0	4 0	4 0	4 0	4 0	4 0						
Y+R: Lanes:	1 (2	1 0	1 () 1	1 0	1 (0 1	0 1	1 () 1	0 1
Volume Module												
Base Vol:					553			1 00				
Growth Adj: Initial Bse:					553		40		1.00	1.00		
Added Vol:			0		4		0			0		
PasserByVol:							0			0	0	
Initial Fut:						78				125		
User Adj:									1.00			
PHF Adj:		1.00				1.00	1.00	1.00		1.00		1.00
PHF Volume: Reduct Vol:	96	3212	106 0	56	0 0					125	21	151 0
Reduced Vol:								-	-	-	-	-
PCE Adj:	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00						1.00			
FinalVolume:			106			78		4		125		151
Saturation F												
Sat/Lane:			1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:									1.00			
Lanes:									1.00			
Final Sat.:									1725			
Capacity Anal				0 03	0 18	0 18	0 02	0 00	0 02	0.07	0 01	0 09
Crit Moves:			0.01	****	J. ±0	0.10	0.02	5.00	0.02	****	J. 01	0.09

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative) ***************

Intersection #7 Bo		/ Caribbean Dr ************************************	*****
Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	12	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	39	Level Of Service:	A
*******	******	**********	******

*********				****					****	****		
Street Name:			Borreg	as Ave	e				Caribb ound	ean Di	2	
Approach:	No	rth Bo	ound	Sot	ath Bo	ound	E	ast B	ound	We	est B	ound
Movement:												
Control:	I	Permit	ted	1	Permit	ted	P	rotec	ted	Pı	cotec	ted
Rights:		Ovl			Ovl				ude		Incl	ude
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:									1 0			
Volume Module												
Base Vol:		12				6	18	153	14			
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:							18			485		
Added Vol:						14				0	0	
PasserByVol:				0	0	0	0	0	0		0	
Initial Fut:	7	13	41	15	16	20	24	153	14	485	1175	26
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:				15		20	24	153	14	485	1175	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		13	41	15	16	20	24	153	14	485	1175	26
PCE Adj:	1.05	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00
MLF Adj:			1.00	1.00		1.00				1.00	1.00	
FinalVolume:	7	13	41	16	16	20	24	153	14	485	1175	26

Saturation Fl	low Mo	odule:										
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	0.48	0.52	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	604	1121	1725	835	890	1725	1725	4741	434	1725	5063	112
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0 01	0.01	0 02	0 02	0 02	0.01	0 01	0 03	0 03	0.28	0 23	0 23

Vol/Sat: 0.01 0.01 0.02 0.02 0.02 0.01 0.01 0.03 0.03 0.28 0.23 0.23

**** **** **** *************************

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

	Level O	of Service Co	mputation Repo	rt	
Circu	ılar 212 Operat)

Intersection #8	Borregas Ave	/ Java Dr			
******			*****	*****	*****
Cvcle (sec):	120	C	Critical Vol./C	ap.(X):	0.393
Loss Time (sec)	120 9 36	P	verage Delay (
Optimal Cycle:	36	I	Level Of Servic	e:	A
******	******	*****	*****	*****	*****
Street Name:	Borreg	as Ave		Java Dr	
Approach:			ind East	Bound	West Bound
Movement: L	- T - R	L - T -	- R L - T	- R L	- T - R
Control:	Permitted	Permitt	ed Prote	cted	Protected
Rights:	Include	Includ	le Inc		Include
Min. Green:	10 10 10	10 10	10 7 1	0 10	7 10 10
Y+R: 4	1.0 4.0 4.0	4.0 4.0	4.0 4.0 4.	0 4.0 4.	0 4.0 4.0
Lanes: 0	0 1! 0 0	0 0 1! 0	0 1 0 1	1 0 1	0 1 1 0
Volume Module:			'''		
Base Vol:	75 139 47	66 142	62 20 10	9 53 19	1 650 118
Growth Adj: 1.	.00 1.00 1.00	1.00 1.00	1.00 1.00 1.0	0 1.00 1.0	0 1.00 1.00
Initial Bse:	75 139 47	66 142	62 20 10	9 53 19	1 650 118
Added Vol:	0 0 0	3 0	0 0	0 0	0 0 1
PasserByVol:	0 0 0	0 0	0 0	0 0	0 0 0
Initial Fut:	75 139 47	69 142	62 20 10	9 53 19	1 650 119
User Adj: 1.	.00 1.00 1.00	1.00 1.00	1.00 1.00 1.0	0 1.00 1.0	0 1.00 1.00
PHF Adj: 1.	.00 1.00 1.00	1.00 1.00	1.00 1.00 1.0	0 1.00 1.0	0 1.00 1.00
PHF Volume:	75 139 47	69 142	62 20 10	9 53 19	1 650 119
Reduct Vol:	0 0 0	0 0	0 0	0 0	0 0 0
Reduced Vol:	75 139 47	69 142	62 20 10	9 53 19	1 650 119
PCE Adj: 1.	.00 1.00 1.00	1.00 1.00	1.00 1.00 1.0	0 1.00 1.0	0 1.00 1.00
MLF Adj: 1.	.00 1.00 1.00	1.00 1.00	1.00 1.00 1.0	0 1.00 1.0	0 1.00 1.00
			62 20 10		1 650 119
Saturation Flow	w Module:				
Sat/Lane: 17	725 1725 1725	1725 1725	1725 1725 172	5 1725 172	5 1725 1725
Adjustment: 1.	.00 1.00 1.00	1.00 1.00	1.00 1.00 1.0	0 1.00 1.0	0 1.00 1.00
Lanes: 0.	.29 0.53 0.18	0.25 0.52	0.23 1.00 1.3	5 0.65 1.0	0 1.69 0.31
Final Sat.: 4		436 897			5 2916 534
Capacity Analys					
	.15 0.15 0.15			5 0.05 0.1	1 0.22 0.22
Crit Moves:		****	***		****

Level Of Service Computation Report

Ci	rcular 212	Level 0							tive)					
******										****	*****			
	Intersection #9 Crossman Ave / Java Dr ***********************************													
Cvcle (sec):	1	00			Critic	al Vo	l./Car	o.(X):		0.4	153			
Loss Time (se	ec):	12			Averag	e Dela	ay (se	ec/veh)	:	XXXX	xxx			
Optimal Cycle	e:	46			Level	Of Se	rvice	:			A			
Street Name: Approach:		Corssm	an Ave					Java	Dr					
Approach:	North B	ound	Sou	th Bo	und	E	ast Bo	ound	₩e	est Bo	ound			
Movement:														
Control:														
Rights:	Ovl			Ovl			Ovl			Ovl				
Min. Green:														
Y+R:	4.0 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1 0 1	0 1	. 1 0	1	0 1	. 1 (0 2	0 1	. 1 () 2	0 1			
Volume Module														
VOI une Module	=•													
Base Vol:					108		134				428			
Growth Adj: Initial Bse:								1.00						
Added Vol:														
PasserByVol:														
Initial Fut:			37		108		137				428			
User Adj:			1.00		1.00		1.00			1.00				
PHF Adj:			1.00		1.00		1.00			1.00				
PHF Volume:			37		108	57			235		428			
Reduct Vol:											0			
Reduced Vol:					108						428			
PCE Adj:										1.00				
MLF Adj:														
FinalVolume:														
Saturation F	low Module	:												
Sat/Lane:										1650				
Adjustment:										1.00				
Lanes:	1.00 1.00		1.00		1.00			1.00	1.00		1.00			

Final Sat.: 1650 1650 1650 1650 1650 1650 1650 3300 1650 1650 3300 1650

Capacity Analysis Module:

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 1 0 1 0 1 0 1 0													
Circular 212 Operations Method (Future Volume Alternative) ************************************					f Co~~	rigo /		tion T		 -			
Tintersection #10 Fair Oaks Ave / TasmanDr ***********************************	Cin	rcular									tive)		
Cycle (sec): 100												*****	*****
Cycle (sec): 100	Intersection	#10 F	air 0	aks Av	e / Ta	asmanl	Dr						
Street Name: Fair Oaks Ave South Bound Movement: L - T - R L - T -													
Street Name: Fair Oaks Ave South Bound Movement: L - T - R L - T -	Cycle (sec):		10	0			Critic	al Vol	l./Caj	p.(X):		0.5	96
Street Name: Fair Oaks Ave South Bound Novement: L - T - R L L - T - R L L - T - R L L - T - R L L - T - R L L - T - R L L - T - R L L - T - T - R L L - T - R L L - T - R L L - T - T - R L L - T -	Loss Time (se	ec):	1	.2			Averag	e Dela	ay (se	ec/veh)	:	XXXX	XXX
Street Name:	Optimal Cycle	≘:	5	6			Level	Of Ser	cvice	:			A
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L L - T - R L L - T L - T L T L L L L L L L L L L L							*****	*****	****			*****	*****
Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Rights: Ov1 Include Include Ov1 Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Ov1 Include Include Include Ov1 Include Include Ov1 Include Inc									B			D.	
Control: Protected Protected Protected Ovl Include Ovl Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 10 1 0 1													
Control:													
Rights: Ovl Include Include Ovl Min. Green: 7 10 10 10 7 10 10 10 10 10 10 10 10 10 10 10 10 10													
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 Yrk: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0			Ovl			Incl	ıde		Incl	ude			
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 1 0 1 0 1 0 1 0		7	10	10	7	10	10	7			7	10	10
Volume Module: Base Vol: 207 1373 263 28 136 24 73 30 34 217 77 176 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: Base Vol: 207 1373 263 28 136 24 73 30 34 217 77 176 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 207 1373 263 28 136 24 73 30 34 217 77 176 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Initial Bse: 207 1373 263 28 136 24 73 30 34 217 77 176 Added Vol: 0 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
Added Vol: 0 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 Initial Fut: 207 1374 263 28 139 24 73 30 34 217 77 176 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Initial Fut: 207 1374 263 28 139 24 73 30 34 217 77 176 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0	Τ	0	0	3	0	0	0	-	-	-	
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0										-			-
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
PHF Volume: 207 1374 263 28 139 24 73 30 34 217 77 176 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduct Vol:				0	0	0	0	0	0	0	0	0
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.0	Reduced Vol:	207	1374	263	28	139	24	73	30	34	217	77	176
FinalVolume: 207 1374 263 31 139 24 73 30 34 217 77 176											1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1650 1650 1650 1650 1650 1650 1650 1650													
Saturation Flow Module: Sat/Lane: 1650 1650 1650 1650 1650 1650 1650 1650													
Sat/Lane: 1650 1650 1650 1650 1650 1650 1650 1650													
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					1650	1650	1650	1650	1650	1650	1650	1650	1650
Lanes: 1.00 2.00 1.00 2.00 1.71 0.29 1.00 0.47 0.53 1.00 1.00 1.00 Final Sat.: 1650 3300 1650 3300 2814 486 1650 773 877 1650 1650 1650													
Final Sat.: 1650 3300 1650 3300 2814 486 1650 773 877 1650 1650 1650													
Capacity Analysis Module: Vol/Sat: 0.13 0.42 0.16 0.01 0.05 0.05 0.04 0.04 0.04 0.13 0.05 0.11													
Vol/Sat: 0.13 0.42 0.16 0.01 0.05 0.05 0.04 0.04 0.04 0.13 0.05 0.11								1			'		'
					0.01	0.05	0.05	0.04	0.04	0.04	0.13	0.05	0.11
Crit Moves: **** **** **** ****			****		****				***		****		

Level Of Service Computation Report

Circular 212 Operations Method (Future Volume Alternative)

		/ Moffett Park Dr	*****
Cycle (sec): Loss Time (sec):	100	Critical Vol./Cap.(X): Average Delay (sec/veh):	0.488 xxxxxx

Optimal Cycl		****		*****	****	Level				*****	****	A:*****
Street Name:			Carrib			_				Park D		_
Approach:	No:	rth B	ound	Soi	uth Bo	ound	E	ast Bo	und	We	st Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	· T	- R
Control:	P:	rotect	ted	Pi	rotect	ted	Sp.	lit Ph	ıase	Spl	it Ph.	ase
Rights:		Incl	ude		Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (3	1 0	1 (3	0 1	0 :	1 0	1 0	0 1	. 0	0 1
Volume Modul	e:											
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3	54	1
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	2229	53	3	204	8	14	7	86	3	54	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

PHF Volume:	627	2229	53	3	204	8	14	7	86	3	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	2229	53	3	204	8	14	7	86	3	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	2229	53	3	204	8	14	7	86	3	54	1
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adiustment:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00

Capacity Analysis Module:

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

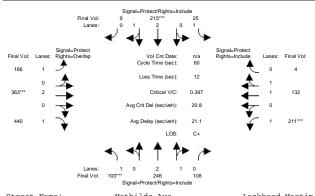
						Computa						
						d (Futu						
*******	****	****	*****	****	****	*****	****	****	*****	*****	***	*****
Intersection							****	****	*****	*****	***	*****
Cycle (sec):			0.0			Critic					0.4	
Loss Time (se	oa).		12							: :		
Optimal Cycle			16			Level					LAA.	A
*********				*****						******	****	
Street Name:			Lawrenc						Tasma			
Approach:		rth B				ound	F	ast Bo			- Br	ound
Movement:			- R			- R			- R	L -		
Control:			ted			ted			ted	Prof		
Rights:	F.	Ovl	LCU	F	Ovl	ccu	F	Incl			nclu	
Min. Green:	7		10	7	10	10	7		10	7	10	10
Y+R:		4.0	4.0	4.0	4.0		4.0		4.0	4.0		4.0
Lanes:			0 1			0 1			1 0	1 0		
Volume Module	ı											
Base Vol:		1377	358	24	510	209	149	273	73	142	147	189
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00 1		1.00
Initial Bse:		1377	358	24	510	209	149	273	73		147	189
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		1378	358	24	513	209	149	273	73	-	147	189
		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	. 00	1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00 1		1.00
PHF Volume:		1378	358	24	513	209	149	273	73	142	147	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1378	358	24	513	209	149	273	73	142	147	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
FinalVolume:	89	1378	358	26	513	209	149	273	73	142	147	189
Saturation F	low M	odule	: '									
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650 1	550	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	1.00 1	.00	1.00
Final Sat.:	3300	4950	1650	3300	4950	1650	1650	2604	696	1650 1	550	1650
Capacity Ana												
Vol/Sat:	0.03		0.22		0.10	0.13		0.10	0.10	0.09 0	.09	
Crit Moves:		****		****			****					****

EIR Baseline + Current + MiTue Nov 22, 2016 13:16:25

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



Street Name:		Mathilda Ave North Bound South Bo					Lockheed Martin - Java Dr East Bound West Bound L - T - R L - T - R							
Approach:	No	rth Bo	und	Sot	uth Bo	und	Εa	ast Bo	und	₩e	st Bo	und		
Min. Green:							7	10	10	7	10	10		
Y+R:		4.0							4.0					
Volume Module	≘:													
Base Vol:	103	217	108	25	194	9	166	363	440	211	132	4		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:			108	25	194	9	166	363	440	211	132	4		
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0		
PasserByVol:			0		0	0	0	0	0	0	0	0		
Initial Fut:			108	25	215	9	166	363	440	211	132	4		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:			108				166	363	440	211	132	4		
Reduct Vol:			0				0		0	0	0	0		
Reduced Vol:	103	246	108	25	215	9	166	363	440	211	132	4		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:						1.00		1.00				1.00		
FinalVolume:												4		
Saturation F														
Sat/Lane:														
Adjustment:	0.95	0.87	0.87	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.95		
Lanes:	1.00	2.08	0.92	1.00	2.88	0.12	1.00	2.00	1.00	1.00	1.94	0.06		
Final Sat.:						207			1615		3490			
Capacity Anal														
Vol/Sat:		0.07	0.07	0.01			0.09	0.10	0.27	0.12	0.04	0.04		
Crit Moves:	****				***			****		***				
Green/Cycle:								0.23	0.36		0.30			
Volume/Cap:	0.43	0.41	0.41	0.11	0.26	0.26	0.45	0.43	0.75	0.43	0.13	0.13		
Delay/Veh:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	15.5	15.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	15.5	15.5		
LOS by Move: HCM2kAvgQ:	C	C+	C+	C	C+	C+	C+	C+	C+	B-	В	В		
									9	3	1	1		
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane							

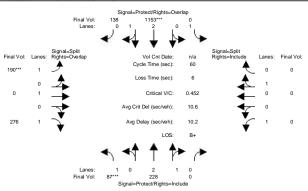
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:20:43 2016
 Page 2-2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

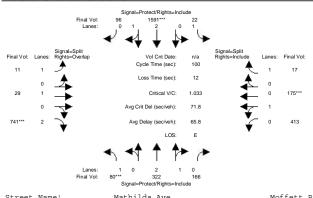


Street Name: Approach:	Noi	rth Bo	Mathil und	da Ave	e uth Bo	und	Ea	ast Bo	5th ound	Ave We	st Bo	und
Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R	L -	Т	- R
									10			
Y+R:						4.0		4.0		4.0		
Volume Module												
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			0	0	1132	138	190	0	276	0	0	
Added Vol:			0	0	21	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	87	228	0	0			190	-		0	-	
 Saturation Fl												
Sat/Lane:				1000	1000	1000	1000	1000	1000	1000	1000	190
Adjustment:												
			0.00						1.00			
Final Sat.:												0.0
Capacity Anal				'		'	'		'			
Vol/Sat:	0.05	0.04	0.00	0.00	0.25	0.25	0.11	0.00	0.17	0.00	0.00	0.0
Crit Moves:	* * * *				****		***					
Green/Cycle:	0.12	0.67	0.00	0.00	0.55	0.78	0.23	0.00	0.35	0.00	0.00	0.0
Volume/Cap:				0.00	0.46	0.32	0.46	0.00	0.49	0.00	0.00	0.0
Delay/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.
LOS by Move:	C	A	A	A	A	A	C+	A	В	A	A	
HCM2kAvgQ:	1	1	0	0	5	3	4	0	5	0	0	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name: Approach:		1	Mathil	da Av	e			M	offett	Park	Dr	
Approach:	No	rth Bo	und	So	uth Bo	und	Ea	ast Bo	und	We	est Bo	und
Movement:												
Min. Green:												
Y+R:												
Volume Modul												
Base Vol:				22	1570	96	11	29	741	413	175	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	293	166	22	1570	96	11	29	741	413	175	17
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	322				96		29	741	413	175	17
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	322	166	22	1591	96	11	29	741	413	175	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	322	166	22	1591	96	11	29	741	413	175	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	322	166	22	1591	96	11	29	741	413	175	17
Saturation F				'					,	'		
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:							0.95	1.00	0.75	0.97	0.97	0.85
Lanes:							1.00	1.00	2.00	0.70	0.30	1.00
Final Sat.:												
Capacity Ana				'					'	1		
Vol/Sat:				0.01	0.33	0.33	0.01	0.02	0.26	0.32	0.32	0.01
Crit Moves:					****						****	
Green/Cycle:			0 23	0 16	0 32	0 32	0 18	0 18	0 25	0 31	0 31	0.31
Volume/Cap:					1.04			0.08		1.04		
Delay/Veh:						66.4		33.9			82.0	24.1
User DelAdj:					1.00			1.00			1.00	1.00
AdjDel/Veh:								33.9				24.1
LOS by Move:									E-			24.1 C
HCM2kAvq0:	2	5	C-	1	25	25	0					0
Note: Queue :									20	20	20	U
Note: Queue	T-FDOT	ceu IB	cire II	unwer	Or Ca	rr p her	ralle.					

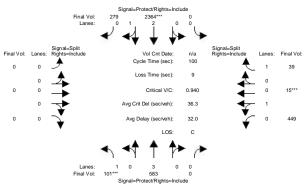
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:20:43 2016
 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

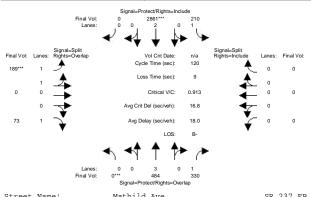


Street Name: Approach: Movement:	No	rth Bo		Soi	uth Bo	und - R		ast Bo		We	st Bo	ound - R
 Min. Green:						10						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module					0250	064				440	1.5	20
Base Vol:					2358		0	1 00		449		
Growth Adj:						1.00		1.00		1.00		
Initial Bse:			0		2358	264	0	0	0	449	15	39
Added Vol:			0	-	6	15	0	0	0	0	0	(
PasserByVol:			0	0	-	0	0	0	0	0	0	(
Initial Fut:			-		2364		0	0	0		15	39
User Adj:						1.00		1.00				
PHF Adj:						1.00		1.00		1.00		1.00
PHF Volume:			0	-	2364	279	0	0	0	449	15	39
Reduct Vol:			0			0	0	0	0	0	0	
Reduced Vol:					2364		0	-	0			
		1.00				1.00			1.00			1.00
MLF Adj:						1.00		1.00				1.00
FinalVolume:									0			39
Saturation Fl				1000	1000	1000	1000	1000	1000	1000	1000	100
Sat/Lane:			1900			1900						
Adjustment:							1.00					
		3.00				0.32		0.00		0.97		1.0
Final Sat.:									0	1592		
 Capacity Anal												
Vol/Sat:				0 00	0 52	0.52	0 00	0 00	0 00	0.28	0 20	0.0
Crit Moves:			0.00	0.00	****	0.52	0.00	0.00	0.00	0.20	****	0.0
Green/Cycle:			0 00	0 00		0.54	0.00	0 00	0.00	0.30		0.3
Volume/Cap:							0.00			0.30		
Volume/Cap. Delay/Veh:							0.00			63.5		
User DelAdj:							1.00			1.00		
AdjDel/Veh:				0.0		30.1	0.0		0.0	63.5		25.
					30.1	30.1 C	0.0 A				03.5 E	∠5.
LOS by Move: HCM2kAvgO:			A 0	A 0		27	A 0			E 19	_	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name: Approach:		1	Mathil	d Ave				SR	237 E	B Ramp	s	
Approach:	No:	rth Bo	und	Soi	uth Bo	und	Ea	st Bo	und	₩e	est Bo	und
Movement:												
Min. Green:												
Y+R:												
Volume Module												
Base Vol:						0					0	
Growth Adj:					1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:				210		0	168	0	73	0	0	0
Added Vol:					6	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	484	330	210	2861	0	189	0	73	0	0	0
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	330	210	2861	0	189	0	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	484	330	210	2861	0	189	0	73	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0	0
Capacity Ana	İysis	Modul	e: '						,			
Vol/Sat:	0.00	0.09	0.20	0.12	0.79	0.00	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green/Cycle:	0.00	0.54	0.54	0.31	0.84	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:									0.54			0.00
Delay/Veh:						0.0		0.0		0.0		0.0
User DelAdj:						1.00		1.00		1.00	1.00	1.00
AdjDel/Veh:								0.0	57.3	0.0	0.0	0.0
LOS by Move:									E+			
HCM2kAvgQ:	0	3	7	6	41	0	4	0	3			0
Note: Queue :									-	-	-	-

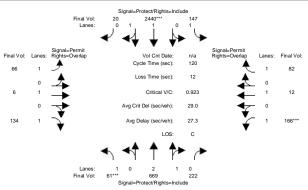
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:20:43 2016 Page 2- 6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr



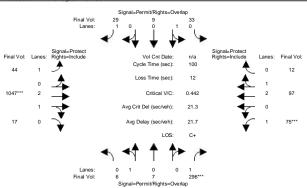
Street Name: Approach: Movement:	No:	rth Bo - T	- R	Sou L	uth Bo - T	- R	L ·	- T	ound - R	L -		- R
 Min. Green:						10						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
 Volume Module												
Base Vol:	61	661	222	147	2434	20	66	6	134	166	12	8:
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			222	147	2434	20	66	6	134	166	12	8:
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	669	222	147	2440	20	66	6	134	166	12	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			222	147	2440	20	66	6	134	166	12	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	61	669	222	147	2440	20	66	6	134	166	12	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:					2440		66					8
 Saturation Fl												
			1900	1000	1000	1900	1000	1000	1900	1000	1900	190
Sat/Lane: Adiustment:							0.76				1.00	
		2.25					1.00					1.0
Lanes. Final Sat.:						29			1615		1900	
Capacity Anal				1								
Vol/Sat:				0.08	0.68	0.68	0 05	0 00	0.08	0.11	0 01	0.0
Crit Moves:			0.10	0.00	****	0.00	0.05	0.00	0.00	****	0.01	0.0
Green/Cycle:			0.53	0 24	0 72	0.72	0 12	0 12	0.18	0 12	0.12	0.3
Volume/Cap:						0.95		0.03			0.05	
Delay/Veh:						23.0		46.6		104.6		
User DelAdj:						1.00		1.00		1.00		
AdjDel/Veh:					23.0	23.0		46.6		104.6		
LOS by Move:				D+	23.0 C	23.0 C	D.O		D D		D	23.
HCM2kAvq0:			7	4		41	3	_			_	
Note: Queue 1									_	_	•	

COMPARE Tue Nov 22 13:20:43 2016 Page 2- 7

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



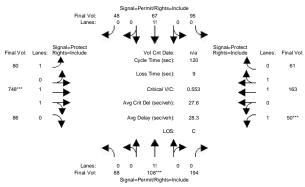
Street Name: Approach:	No	rth Bo	Borreg	as Ave	e ith Bo	und	Fact	Caribb	ean Dr West Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L -	T - R	L - T	
Min. Green:									7 10	
Y+R:									4.0 4.0	
Volume Module										
Base Vol:	6	1	296	28	4	8	15 10	47 17	75 97	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
Initial Bse:	6	1	296	28	4	8	15 10	47 17	75 97	6
7 22 2 77 1 .	0	_	0	5	5	21	29		0 0	6
PasserByVol:	0	0	0	0	0		0	0 0	0 0	0
Initial Fut:	6	7	296	33	9	29	44 10	47 17	75 97	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
PHF Volume:	6	7	296	33	9	29	44 10	47 17	75 97	12
Peduct Vol:	0	0	0	0	0	0	0	0 0	0 0	0
Reduced Vol:	6	7	296	33	9	29	44 10	47 17	75 97	12
PCE Adj:	1.00	1.00	1.00	1.00			1.00 1.			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
FinalVolume:	6	7	296	33	9	29	44 10	47 17	75 97	12
Saturation F	low M	odule:							'	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900 19	00 1900	1900 1900	1900
Adjustment:	0.94	0.94	0.85	0.83	0.83	0.85	0.95 0.	91 0.91	0.95 0.90	0.90
Lanes:	0.46	0.54	1.00	0.79	0.21	1.00	1.00 2.	95 0.05	1.00 2.67	0.33
Final Sat.:	826	964	1615	1241	338	1615	1805 50	94 83	1805 4542	562
Capacity Ana	İysis	Modul	e: '							
Vol/Sat:	0.01	0.01	0.18	0.03	0.03	0.02	0.02 0.	21 0.21	0.04 0.02	0.02
Crit Moves:			***				**	**	***	
Green/Cycle:	0.26	0.26	0.35	0.26	0.26	0.49	0.23 0.	47 0.47	0.09 0.33	0.33
Volume/Cap:	0.03	0.03	0.52	0.10	0.10	0.04	0.11 0.	44 0.44	0.44 0.06	0.06
Delay/Veh:	27.9	27.9	26.7	28.5	28.5	13.4	30.5 18	.1 18.1	44.7 23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
AdjDel/Veh:				28.5	28.5	13.4	30.5 18	.1 18.1	44.7 23.0	23.0
LOS by Move:				C		В	C	B- B-	D C	C
HCM2kAvgQ:							1	8 8	3 1	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.			

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ COMPARE Tue Nov 22 13:20:43 2016 Page 2- 8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

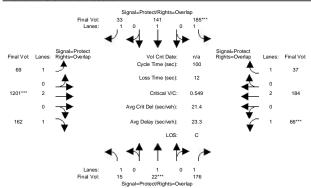


Street Name: Approach:	Mo	rth Do	Borreg	as Ave	e uth Po	und	r.	at Da	Java	. Dr We	act Do	nund
Movement:											- Т	
						10						
Y+R:			4.0						4.0			
Volume Module	≘:											
Base Vol:		108			67	48	80	748	86	50	163	5
Growth Adj:					1.00	1.00		1.00	1.00		1.00	
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	5
Added Vol:		0	0	5	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	88	108	194	95	67	48	80	748	86	50	163	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	88	108	194	95	67	48	80	748	86	50	163	6
Saturation Fl												
Sat/Lane:			1900				1900				1900	
Adjustment:	0.82	0.82	0.82	0.66	0.66	0.66	0.95	0.94	0.94	0.95	0.91	0.9
Lanes:									0.21		1.46	0.5
Final Sat.:						285			367		2519	
Capacity Anal												
Vol/Sat:			0.25	0.17	0.17	0.17	0.04				0.06	0.0
Crit Moves:								****		***		
Green/Cycle:						0.45		0.42			0.28	
Volume/Cap:					0.38			0.56			0.23	
Delay/Veh:					22.5			26.8			33.2	
User DelAdj:					1.00			1.00			1.00	
AdjDel/Veh:					22.5	22.5		26.8			33.2	33.
LOS by Move:	C			C+	٠.	C+	D		C	E+	-	-
HCM2kAvgQ:	11		11	5		5	2		12	2	3	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	rth Do	Corssm	an Ave	e ith Do	und		nat Da	Java	Dr	art Do	und
Movement:	T.	- Т ·	- R	T	лен ве - Т	– R	Т	авс во - Т	– R	T	- Т	– R
Min. Green:												
Y+R:												
Volume Module			'			'	'		'			'
Base Vol:	15	22	176	185	141	33	69	1196	162	66	178	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	22	176	185	141	33	69	1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	Λ.	Λ.	Λ	Λ	Λ.	0	0
PasserByVol: Initial Fut:	15	22	176	185	141	33	69	1201	162	66	184	37
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	22	176	185	141	33	69	1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33	69	1201	162	66	184	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	176	185	141	33	69	1201	162	66	184	37
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:									1.00			
Final Sat.:												
Capacity Anal												
Vol/Sat:						0.02	0.04			0.04	0.05	0.02
Crit Moves:				****				****		***		
Green/Cycle:												
Volume/Cap:						0.05			0.15		0.14	
Delay/Veh:									6.8		21.6	
User DelAdj:					1.00				1.00			1.00
AdjDel/Veh:					39.5				6.8			11.4
LOS by Move:					D							B+
HCM2kAvgQ:						1			2	2	2	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

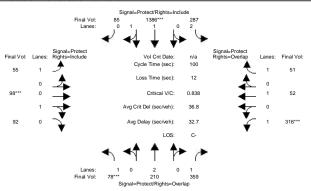
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:20:43 2016
 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr

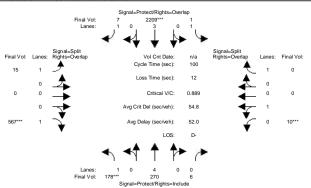


Street Name: Approach:		F	air Oa	ks Ave	9				Tasma			
Approach:	No	rth Bo	und	Sou	ıth Bo	und	Εá	ast Bo	ound	₩e		
Movement:						- R					- T	
 Min. Green:										7		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
Volume Module Base Vol:			250	207	1 2 0 1	0.5	55	0.0	92	316	52	5
Growth Adj:												
Initial Bse:					1381		55		92			5
Initial pae.	/ 0	204	339	207	1301	00	22	90				3
Added vol:	0	0	0	0	5	0	0	0	0	0	0	
Added Vol: PasserByVol: Initial Fut:	70	210	350	207	1206	Q.F.	55	90	92	216	52	
User Adj:									1.00		1.00	
DBER Adj. PHF Adi:						1.00		1.00			1.00	
							55			316		1.0
PHF Volume:	/8	210	359	287	1386	85	55	98	92			
Reduct Vol: Reduced Vol:	7.0	210	250	207	1200	0.5	- 0	0	0	216	52	5
Reduced VOI:												
MLF Adj:												
FinalVolume:												
 Saturation Fl												
Saturation Fi Sat/Lane:				1000	1000	1000	1000	1000	1000	1000	1000	190
Adjustment:											1.00	
Lanes:						0.12					1.00	
Final Sat.:						207					1900	
 Capacity Anal												
Vapacity Anai Vol/Sat:				0 00	0 41	0 41	0 02	0 11	0 11	0 10	0 02	0 0
					****				0.11	****	0.03	0.0
Crit Moves:												
Green/Cycle:											0.19	
Volume/Cap:												
Delay/Veh:									69.4		33.6	
User DelAdj:												
AdjDel/Veh:												
LOS by Move:												
HCM2kAvq0:	- 3	3	7	4	22	22	2	8	8	10	1	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



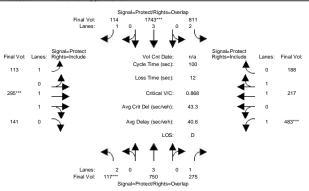
Street Name:			Carrib			_				Park D		_
Approach:	No:	rth Bo	und	Soi	uth Bo	und	Ea	ast Bo	ound	We		ound
Movement:						- R			- R			- R
Min. Green:												
Y+R:						4.0					4.0	
Volume Modul			'	'			'		,	1		'
Base Vol:	178	264	6	1	2204	7	15	0	567	10	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	264	6	1	2204	7	15	0	567	10	0	0
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0		0	0	0	0	0
Initial Fut:				1				0			0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:			6	1	2209	7	15	0	567	10	0	0
Reduct Vol:			0		0	0	0	0	0	0	0	0
Reduced Vol:			6	1	2209	7		0		10	0	0
PCE Adj:					1.00			1.00				1.00
MLF Adj:					1.00							1.00
FinalVolume:											0	0
Saturation F												
Sat/Lane:									1900			
Adjustment:						0.85		1.00				1.00
Lanes:					3.00			0.00	1.00			1.00
Final Sat.:					5187			0		1809		1900
Capacity Ana												
Vol/Sat:				0 00	0 43	0 00	0 01	0 00	0.35	0.01	0 00	0.00
Crit Moves:		0.01	0.04	0.00	****	0.00	0.01	0.00	****		0.00	0.00
Green/Cycle:		0.31	0.31	0.22	0.43	0.68	0.25	0.00	0.35	0.10	0.00	0.00
Volume/Cap:				0.00	1.00	0.01	0.03	0.00	1.00	0.06	0.00	0.00
Delay/Veh:	111.1	24.8	24.8	30.7	46.7	5.1	28.1	0.0	69.0	40.9	0.0	0.0
User DelAdj:				1.00	1.00	1.00			1.00	1.00	1.00	1.00
AdjDel/Veh:						5.1		0.0	69.0			0.0
LOS by Move:					D	A			E	D	A	A
HCM2kAvgQ:	10	2	2	0	32	0	0	0	24	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

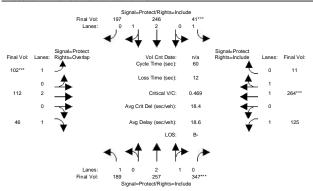


Street Name: Approach:	No	L rth Bo	awrenc und	e Expy	y uth Bo	und	Ea	ast Bo	Tasma ound	n Dr We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:												
Y+R:						4.0		4.0		4.0		
Volume Module												
Base Vol:	117	744	275	811	1738	114	113	295	141	483	217	18
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	117	744	275	811	1738	114	113	295	141	483	217	18
Added Vol:	0	6	0	0	5	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	117	750	275	811	1743	114	113	295	141	483	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			275	811	1743	114	113	295	141	483	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	117	750	275	811	1743	114	113	295	141	483	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	117	750	275	811	1743	114	113	295	141	483	217	18
 Saturation F												
			1900	1000	1000	1900	1900	1000	1900	1000	1900	190
Adjustment:					0.91				0.90		0.88	
Adjustment. Lanes:							1.00				1.07	
Final Sat.:						1615			1111		1799	
Capacity Anal				'		,	1		'	'		
Vol/Sat:				0.23	0.34	0.07	0.06	0.13	0.13	0.27	0.12	0.1
Crit Moves:	***				***			***		***		
Green/Cycle:					0.37	0.53	0.16	0.14	0.14	0.30	0.28	0.2
Volume/Cap:	0.48	0.85	0.36	0.85	0.90	0.13	0.39	0.90	0.90	0.90	0.44	0.4
Delay/Veh:	46.2	48.1	17.4	41.8	36.0	11.8	38.5	62.2	62.2	52.1	30.1	30.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	46.2	48.1	17.4	41.8	36.0	11.8	38.5	62.2	62.2	52.1	30.1	30.
LOS by Move:				D	D+	B+	D+	E	E	D-	C	
HCM2kAvgQ:	2	11	5	15	22	2	3	7	7	18	6	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



Street Name:			Mathil	da Av	e .	und	Lo	ockhee	ed Mart	in - 3	Tava I)r
Approach:	No:	rth Bo	und	Soi	uth Bo	und	Ea	ast Bo	ound	We	est Bo	und
Movement:			- R			- R			- R		- T	
		10							10		10	10
Y+R:		4.0			4.0			4.0				4.0
Volume Module												
Base Vol:		251	347	41		197	102	112	46	125	264	11
Growth Adj:			1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	189	251	347	41	232	197	102	112	46	125	264	11
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	257	347	41	246	197	102	112	46	125	264	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	257	347	41	246	197	102	112	46	125	264	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	257	347	41	246	197	102	112	46	125	264	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	257	347	41	246	197	102	112	46	125	264	11
Saturation F						'			,			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.95	0.85	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1805	3161	1580	1805	3226	1613	1805	3610	1615	1805	3445	144
Capacity Anal	lysis	Modul	e: .									
Vol/Sat:	0.10	0.08	0.22	0.02	0.08	0.12	0.06	0.03	0.03	0.07	0.08	0.08
Crit Moves:			***	****			***				***	
Green/Cycle:	0.21	0.40	0.40	0.12	0.30	0.30	0.12	0.17	0.38	0.12	0.17	0.17
Volume/Cap:	0.49	0.20	0.55	0.19	0.25	0.40	0.48	0.19	0.08	0.59	0.46	0.46
Delay/Veh:	21.8	11.8	14.4	24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			14.4	24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
LOS by Move:	C+	B+	В	C	В	В	C	C+	B+	C	C	C
HCM2kAvgQ:	3	2	5	1	2	4	2	1	1	2	2	2
Note: Queue			the n	umber	of ca	rs per	lane.					
2	~ .					-						

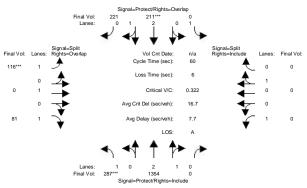
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:21:28 2016
 Page 2-2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

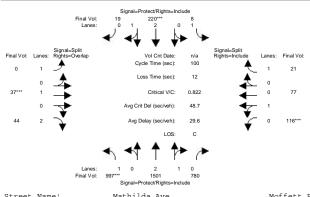


Street Name: Approach:			Mathil und			und	Ea	ast Bo	5th ound	Ave We	est Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R			
	7	10	10	7	10	10	10		10			
Y+R:						4.0		4.0			4.0	
 Volume Module												
Base Vol:	287	1348	0	0	197	221	116	0	81	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	
Added Vol:				0	14	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:				0	211	221	116	0	81	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00		1.00	1.00		1.00	1.00	1.0
PHF Volume:				0	211	221	116	0	81	0	0	
Reduct Vol:				0		0	0		0	0	0	
Reduced Vol:	287	1354	0	0	211	221	116	0	81	0	0	
PCE Adj:	1.00	1.00	1.00			1.00			1.00		1.00	
MLF Adj:						1.00			1.00		1.00	1.0
FinalVolume:								-	81	-	-	
 Saturation Fl												
			1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Adjustment:									0.85		1.00	
			0.00						1.00		1.00	
Final Sat.:									1615			0.0
Capacity Anal												
Vol/Sat:								0.00	0.05	0.00	0.00	0.0
Crit Moves:					****		****					
Green/Cycle:									0.69		0.00	
Volume/Cap:						0.34	0.32				0.00	
Delay/Veh:						12.5	21.0			0.0		0.
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:						12.5		0.0	3.0	0.0	0.0	0.
LOS by Move: HCM2kAvgO:	A	A 4	A 0		C+ 2	B 3	C+ 2		A 1	A 0	A O	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name: Approach:		1	Mathil	da Av	e .			N	offett	Park	Dr	
Approach:	No:	rth Bo	und	So	uth Bo	und	Ea	ast Bo	ound	₩e	est Bo	und
Movement:												
Min. Green:												
Y+R:						4.0						
Volume Modul	e:											
Base Vol:				8	206	19	0	37	44	116	77	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	1495	780	8	206	19	0	37	44	116	77	21
Added Vol:	0	6	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	997	1501	780	8	220		0	37	44	116	77	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			780	8			0				77	21
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:							0		44		77	
PCE Adj:					1.00				1.00			
MLF Adi:	1 00	1 00	1 00		1.00							
FinalVolume:				8		19						21
Saturation F				1		1	1		,	1		
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:									0.75			
Lanes:						0.24			2.00			
Final Sat.:									2842		736	
Capacity Ana				1						1		
Vol/Sat:				0 00	0 05	0.05	0 00	0.02	0.02	0 10	0.10	0.01
Crit Moves:			0.40	0.00	****	0.05	0.00	****		****	0.10	0.01
Green/Cycle:			0 50	0 00	0.10	0.10	0 00		0.67		0 11	0.11
						0.10			0.67			
Volume/Cap:												
Delay/Veh:					43.2							40.6
User DelAdj:					1.00				1.00		1.00	
AdjDel/Veh:					43.2							40.6
LOS by Move:			В-	D	D	D	A	D			F	D
HCM2kAvgQ:				. 0		3			0	10	10	1
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane.					

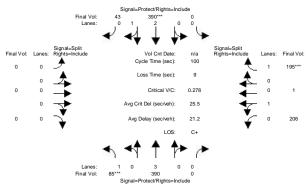
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:21:28 2016 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

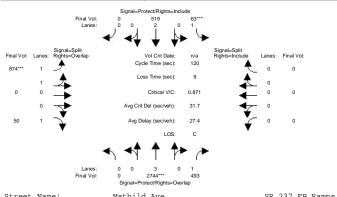


Street Name: Approach: Movement:	No	rth Bo		Soi	uth Bo			ast Bo		We	st Bo	ound - R
Min. Green:						10						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
Base Vol:		384	0	0	386	33	0	0	0	206	1	195
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:					386	33	0	0	0	206	1	195
Added Vol:	0	6	0	0	4	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	390	0	0	390	43	0	0	0	206	1	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	390	0	0	390	43	0	0	0	206	1	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			0	0	390	43	0	0	0	206	1	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	390	0	0	390	43	0	0	0	206	1	195
Saturation F												
Sat/Lane:		1900				1900						
Adjustment:							1.00					
Lanes:							0.00					1.00
Final Sat.:									0			1615
Capacity Ana												
Vol/Sat:			0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:												
Green/Cycle:							0.00					
Volume/Cap:							0.00					
Delay/Veh:							0.0			18.3		
User DelAdj:							1.00			1.00		
AdjDel/Veh:				0.0			0.0		0.0	18.3		
LOS by Move:				A	C	C	A			В-	В-	B-
HCM2kAvgQ:			0	, 0		4	. 0	-	0	4	4	4
Note: Queue	report	tea is	tne n	umber	or ca	ırs per	lane.	•				

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name: Approach:	No	rth Po	Mathil	d Ave	ıth Do	und	r-	SF	237 E	B Ramps	Bound
Movement:	L	- T ·	- R	L ·	- T	- R	L -	- T	- R	L - 1	г – R
Min. Green:	7	10	10	7	10	10	10	10	10	10	LO 10
Y+R:											
Volume Module											
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0 0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
Initial Bse:	0	2742	493	63		0	870	0	50	0	0 0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0 0
PasserByVol:	0	0		0	0	0	0		0		0 0
PasserByVol: Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0 0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0 0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:				63	519	0	874	0	50	0	0 0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
FinalVolume:	0	2744	493	63	519	0	874	0	50	0	0 0
Saturation F	low M	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	00 1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00 1.0	00 1.00
Lanes:				1.00	2.00	0.00	2.00	0.00	1.00	0.00 0.0	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0 0
Capacity Ana	İysis	Modul	e: '								
Vol/Sat:	0.00	0.53	0.31	0.03	0.14	0.00	0.24	0.00	0.03	0.00 0.0	0.00
Crit Moves:		****		****			****				
Green/Cycle:	0.00	0.59	0.59	0.06	0.65	0.00	0.27	0.00	0.27	0.00 0.0	0.00
Volume/Cap:				0.60					0.11		0.00
Delay/Veh:	0.0	24.5	14.6	64.3	8.5	0.0	52.0	0.0	33.0	0.0 0	.0 0.0
User DelAdj:					1.00			1.00	1.00	1.00 1.0	00 1.00
AdjDel/Veh:				64.3			52.0	0.0	33.0	0.0 0	.0 0.0
LOS by Move:				Е	A	A	D-	A	C-	A	A A
HCM2kAvq0:			10	2	4	0	19		1		0 0
Note: Queue :											

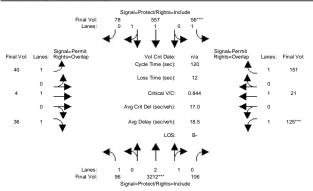
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:21:28 2016
 Page 2-6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr



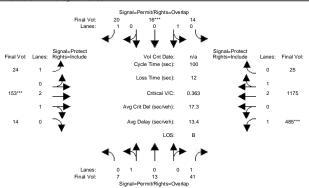
Street Name: Approach:	No	rth Bo	Mathil und	da Ave Soi	e uth Bo	und	Ea	ast Bo	Ross ound		est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R			
									10			
Y+R:						4.0		4.0		4.0		
Volume Module												
Base Vol:	96	3210	106	56	553	78	40	4	36	125	21	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			106	56	553	78	40	4		125	21	15
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	96	3212	106	56	557	78	40	4	36	125	21	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:				56	557	78	40	4	36	125	21	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	96	3212	106	56	557	78	40	4	36	125	21	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:					557	78	40	4	36	125	21	15
 Saturation Fl												
			1900	1000	1000	1900	1000	1000	1900	1000	1000	190
Adjustment:									0.85		1.00	
		2.90							1.00		1.00	
Lanes. Final Sat.:						435			1615		1900	
Capacity Anal				1		1	1		1	1		
Vol/Sat:				0.03	0.18	0.18	0.03	0.00	0.02	0.09	0.01	0.0
Crit Moves:				****						***		
Green/Cycle:				0.06	0.60	0.60	0.10	0.10	0.30	0.10	0.10	0.1
Volume/Cap:						0.30		0.02			0.11	
Delay/Veh:						11.5		48.8			49.5	
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:					11.5			48.8			49.5	
LOS by Move:				E	B+			D	C	F	D	
HCM2kAvq0:				2	6	6	_ 2	0	1	7	1	
Note: Queue 1						rs per	lane	-	_		_	

COMPARE Tue Nov 22 13:21:28 2016 Page 2- 7

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:	Street Name:		1	Borreg	as Ave	e				Caribb	ean Di	£	
Win. Green: 10 10 10 10 10 10 7 10 10 7 7 10 10 YHR: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Approach:	No:	rth Bo	und	Soi	uth Bo	und	Εá	ast Bo	ound	₩e	est Bo	ound
Min. Green: 10 10 10 10 10 10 10 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10 10 10 10 10 10 10 10 10 10 10 10													
Yer: 4.0													
Volume Module: Base Vol: 7 12 41 11 13 6 18 153 14 485 1175 24 23 24 24 22 7.2 10.5 10.5 24 3 25 with Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: Base VO1: 7 12 41 11 13 6 18 153 14 485 1175 24 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 7 12 41 11 13 6 18 153 14 485 1175 24 17 11 13 6 18 153 14 485 1175 24 18 17 11 13 13 6 18 153 14 485 1175 24 18 18 18 18 18 18 18 18 18 18 18 18 18													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	ė:											
Initial Bse: 7 12 41 11 13 6 18 153 14 485 1175 24 Added Vol: 0 1 0 3 3 14 6 0 0 0 0 0 1 1 0 0 3 2 3 14 6 0 0 0 0 0 0 0 1 1 0 0 1 0 0 0 0 0 0 0	Base Vol:	7	12	41	11	13	6	18	153	14	485	1175	24
Added Vol: 0 1 0 3 3 3 14 6 0 0 0 0 0 0 1 1 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Initial Bse:	7	12	41	11	13	6	18	153	14	485	1175	24
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Added Vol:	0	1	0	3	3	14	6	0	0	0	0	1
TRITICIAL FUT: 7 13 41 14 16 20 24 153 14 485 1175 25 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	0	0	0	0	0						0	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	7	13	41	14	16	20	24					
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	User Adj:	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 7 13 41 14 16 20 24 153 14 485 1175 25 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Adi:	1.00	1.00	1.00	1.00	1.00							
Reduced Vol: 7 13 41 14 16 20 24 153 14 485 1175 25 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													25
Reduced Vol: 7 13 41 14 16 20 24 153 14 485 1175 25 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													25
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PCE Adi:	1.00	1.00										
Final Volume: 7 13 41 14 16 20 24 153 14 485 1175 25	MLF Adi:	1.00	1.00	1.00	1.00	1.00							
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190		l		1	I		1	I			1		
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190					1					'	1		'
Adjustment: 0.91 0.91 0.85 0.87 0.87 0.85 0.95 0.90 0.90 0.95 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 0.35 0.65 1.00 0.47 0.53 1.00 1.00 2.75 0.25 1.00 2.94 0.06 Final Sat.: 608 1129 1615 773 884 1615 1805 4690 429 1805 5064 108											0.95	0.91	0.91
Final Sat.: 608 1129 1615 773 884 1615 1805 4690 429 1805 5064 108													
Capacity Analysis Module: Vol/Sat: 0.01 0.01 0.03 0.02 0.02 0.01 0.01 0.03 0.03 0.27 0.23 0.23 Crit Moves: Sreen/Cycle: 0.10 0.10 0.78 0.10 0.10 0.28 0.18 0.10 0.10 0.60 0.60 Volume/Cap: 0.12 0.12 0.03 0.18 0.18 0.04 0.07 0.33 0.33 0.40 0.39 0.39 Delay/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 42.2 7.2 10.5 10.5 MajDel/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 42.2 7.2 10.5 10.5													
Capacity Analysis Module: Vol/Sat: 0.01 0.01 0.03 0.02 0.02 0.01 0.01 0.03 0.03 0.27 0.23 0.23 Crit Moves: Green/Cycle: 0.10 0.10 0.78 0.10 0.10 0.28 0.18 0.10 0.10 0.68 0.60 0.60 Volume/Cap: 0.12 0.12 0.03 0.18 0.18 0.04 0.07 0.33 0.33 0.40 0.39 0.39 Delay/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 42.2 7.2 10.5 10.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Vol/Sat: 0.01 0.01 0.03 0.02 0.02 0.01 0.01 0.03 0.27 0.23 0.23 Crit Moves: ***** ***** ***** ***** ***** ***** Green/Cycle: 0.10 0.10 0.78 0.10 0.10 0.28 0.18 0.10 0.10 0.68 0.60 0.60 Volume/Cap: 0.12 0.12 0.03 0.18 0.18 0.04 0.07 0.33 0.33 0.40 0.39 0.39 Delay/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 7.2 7.2 10.5 1.00 AdjDel/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 7.2 10.5 10.5					1		1	1		,	1		1
Crit Moves: **** **** **** **** **** **** **** *					0.02	0.02	0.01	0.01	0.03	0.03	0.27	0.23	0.23
Green/Cycle: 0.10 0.10 0.78 0.10 0.10 0.28 0.18 0.10 0.10 0.68 0.60 0.60 Volume/Cap: 0.12 0.12 0.03 0.18 0.18 0.04 0.07 0.33 0.33 0.40 0.39 0.39 0.39 0.29 0.140 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.1													
Volume/Cap: 0.12 0.12 0.03 0.18 0.18 0.04 0.07 0.33 0.33 0.40 0.39 0.39 Delay/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 42.2 7.2 10.5 10.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0 10	0 10	0.78	0 10	0 10	0.28	0 18	0 10	0 10	0.68	0 60	0.60
Delay/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 42.2 7.2 10.5 10.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
AdjDel/Veh: 41.3 41.3 2.5 41.8 41.8 26.2 34.1 42.2 42.2 7.2 10.5 10.5													
													B+
HCM2kAvq0: 1 1 0 1 1 0 1 2 2 7 7 7													
Note: Queue reported is the number of cars per lane.										2	,	,	,

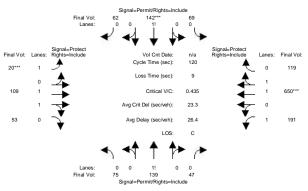
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:21:28 2016 Page 2- 8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

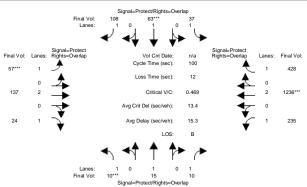


Street Name: Approach:						und	Ea	ast Bo	Java ound		est Bo	ound
Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R		- Т	
Min. Green:										7		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module		120	47		142	62	20	100	53	101	650	110
Base Vol: Growth Adj:						1.00		109			650 1.00	118
Initial Bse:				1.00	1.00	62	2.00			1.00		118
Added Vol:			4 /		142							
PasserByVol:			0	3	0	-	0	-	0	0	0	1
Initial Fut:			-	-	-	-	-	-	-	191	-	119
						1.00		109			650 1.00	1.00
User Adj:						1.00		1.00				
PHF Adj: PHF Volume:			47	1.00	1.00	62	2.00	1.00		1.00	650	1.00
		139	4 /	69			20					
Reduct Vol: Reduced Vol:					0 142		20			101	0 650	0 119
			1.00			1.00		1.00			1.00	
MLF Adj: FinalVolume:							20				650	1.00
Finalvolume:												
Saturation Fl												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.83	0.83	0.83	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	0.29	0.53	0.18	0.25	0.52	0.23	1.00	1.35	0.65	1.00	1.69	0.31
Final Sat.:						357			1123		2981	546
Capacity Anal												
Vol/Sat:	0.17	0.17	0.17	0.17					0.05	0.11	0.22	0.22
Crit Moves:					****		****				****	
Green/Cycle:						0.38			0.24		0.48	
Volume/Cap:							0.19				0.45	
Delay/Veh:							54.7				20.7	
User DelAdj:							1.00				1.00	
AdjDel/Veh:					28.1		54.7				20.7	20.7
LOS by Move:				C	C	C	D-			C-		C+
HCM2kAvgQ:					7		1		2	5	9	9
Note: Queue r	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	rth Do	Corssm	an Ave	e ith Do	und	r-	at Da	Java	Dr	art Do	und
Movement:												
Min. Green:												
Y+R:												
Volume Module			'			'	'		,			'
Base Vol:	10	15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	10	37	63	108		134	24	235	1235	428
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol: Initial Fut:	0	0	0		0	0	0	0	0	0	0	0
Initial Fut:	10	15	10	37	63	108	57	137	24	235	1236	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	10	37	63	108	57	137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	10	37	63	108	57	137	24	235	1236	428
Saturation Fl												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:					1.00				1.00			
Final Sat.:												
Capacity Anal												
Vol/Sat:			0.01	0.02		0.07		0.04	0.01	0.13		0.27
Crit Moves:					* * * *		****				****	
Green/Cycle:	0.07	0.10	0.50	0.07	0.10	0.17	0.07	0.31	0.38	0.40	0.64	0.71
Volume/Cap:	0.08	0.08	0.01	0.29	0.33	0.39		0.12			0.53	
Delay/Veh:					42.9			24.9			10.1	5.9
User DelAdj:					1.00			1.00			1.00	1.00
AdjDel/Veh:					42.9	37.8			19.6		10.1	5.9
LOS by Move:	D	D	В	D	D							A
HCM2kAvgQ:						3			0	5	11	5
Note: Queue 1	repor	ted is	the n	umber	of ca	rs per	lane.					

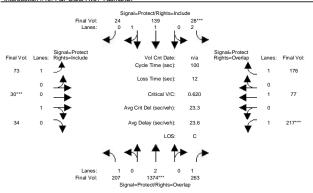
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:21:28 2016
 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr

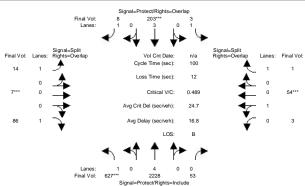


Street Name:			air Oa						Tasma			
Approach:	No	rth Bo	und	Sou	ıth Bo	und	Ea	ast Bo	ound	We	est Bo	und
Movement:						- R					- T	
Min. Green:										7		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
Volume Module			262	20	126	2.4	72	20	2.4	217	77	17
Base Vol:							73			217		
Growth Adj:												
Initial Bse:				28		24	73				77	17
Added Vol: PasserByVol:	0	1	0	0	3	0	0	0	0	0	0	
PasserByVol:	0	0	0		0	0	73	0	0			
Initial Fut:					139						77	
User Adj:							1.00				1.00	
PHF Adj:					1.00			1.00			1.00	1.0
PHF Volume:				28		24	73	30	34	217		17
Reduct Vol:	0	0	0	0	0	0 24	0	0	0	0	0	
Reduced Vol:	207	1374	263									
PCE Adj:	1.00	1.00	1.00	1.00								
MLF Adj:												1.0
FinalVolume:						24						
Saturation F												
Sat/Lane:	1900	1900	1900				1900	1900	1900	1900	1900	190
Adjustment:	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.8
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	0.47	0.53	1.00	1.00	1.0
Final Sat.:	1805	3610	1615	3502	3011	520	1805	819	929	1805	1900	161
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.11	0.38	0.16	0.01	0.05	0.05	0.04	0.04	0.04	0.12	0.04	0.1
Crit Moves:		***		***				****		***		
Green/Cycle:	0.33	0.54	0.71	0.07	0.28	0.28	0.11	0.10	0.10	0.17	0.16	0.2
Volume/Cap:									0.37		0.25	0.4
Delay/Veh:	26.1	18.3	5.1	43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.
User DelAdj:							1.00	1.00	1.00			
AdjDel/Veh:											37.2	
LOS by Move:											D+	C
HCM2kAvqQ:												
Note: Queue 1									_	-	_	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name: Approach:			Carrib	ean D	r			Мо	ffett	Park I	or	
Approach:	No:	rth Bo	und	So	uth Bo	und	Ea	ast Bo	und	₩e	est Bo	und
Movement:												
Min. Green:												
Y+R:						4.0						
 Volume Modul												
Base Vol:	627	2227	53	3	200	8	14	7	86	3	54	1
Growth Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			53	3	200	8	14	7	86	3	54	1
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	(
PasserByVol:			0	0	0	0	0	0			0	(
Initial Fut:			53	3	203	8	14		86		54	1
User Adj:				1.00	1.00			1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00			1.00
PHF Volume:			53	3		8		7		3		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	(
Reduced Vol:	627	2228	53	3	203		14	7	86	3	54	
PCE Adj:	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	2228	53	3	203	8	14	7	86	3	54	
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.83	0.83	0.83	1.00	1.00	0.85
Lanes:						1.00						
Final Sat.:												
Capacity Ana												
Vol/Sat:			0.33				0.01		0.05	0.03		0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.58	0.56	0.56	0.12	0.10	0.20	0.10	0.10	0.68	0.10	0.10	0.22
Volume/Cap:				0.01	0.39	0.02	0.13	0.13	0.08	0.30	0.30	0.00
Delay/Veh:				38.9	42.6			41.1	5.4	42.7	42.7	30.5
User DelAdj:					1.00				1.00			1.00
AdjDel/Veh:					42.6				5.4			30.5
LOS by Move:	В	В	В	D+	D	C-	D	D	A	D	D	C
HCM2kAvgQ:	13	13	13	0	3	0	1	1	1	2	2	(
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

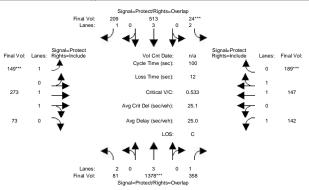
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:21:28 2016 Page 2-12

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

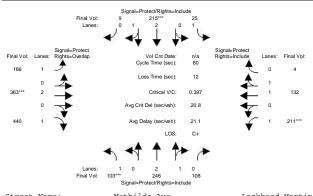


Street Name:			awrence	e Exp	Y	,	_		Tasma			
Approach:			una_	501	itu Bo	ound_	Ea	ast B	ouna_		est Bo	
Movement:												
Min. Green:										7		
Y+R:			4.0		4.0			4.0				
Volume Module			1	ı		ı	1		1	1		
Base Vol:	81	1377	358	24	510	209	149	273	73	142	147	189
Growth Adj:					1.00		1.00			1.00	1.00	1.00
Initial Bse:				24		209	149	273	73	142	147	189
Added Vol:	0	1	0	0		0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1378	358	24	513	209	149	273	73	142	147	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1378	358	24	513	209	149	273	73	142	147	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1378	358	24	513	209	149	273	73	142	147	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1378	358	24	513	209	149	273	73	142	147	189
Saturation F												
Sat/Lane:		1900				1900					1900	
Adjustment:					0.91		0.95				0.87	0.87
		3.00				1.00	1.00			1.00		1.00
Final Sat.:						1615			737		1653	1653
Capacity Anal												
Vol/Sat:					0.10	0.13		0.10	0.10	0.08	0.09	0.11
Crit Moves:				****			****					****
Green/Cycle:						0.46			0.19			0.20
Volume/Cap:						0.28	0.57				0.44	0.57
Delay/Veh:							42.9				35.5	37.5
User DelAdj:							1.00				1.00	
AdjDel/Veh:					26.2		42.9					37.5
LOS by Move:				D	C	В	_	D+		D	D+	D+
HCM2kAvgQ:			5	, 0			4		5	5	5	6
Note: Queue	report	ted is	the n	ımber	oi ca	rs per	lane.	•				

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



Street Name:			Mathil	da Ave	9		Lo	ockhee	d Mart	in - J	ava D	r
Approach:	No	rth Bo	und	Sot	uth Bo	und	Εa	ast Bo	und	₩e	st Bo	und
Movement:											T	
Min. Green:							7	10	10	7	10	10
Y+R:		4.0							4.0			
Volume Module	≘:											
Base Vol:	103	217	108	25	194	9	166	363	440	211	132	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			108	25	194	9	166	363	440	211	132	4
Added Vol:	0	29	0	0	21	0	0	0	0	0	0	0
PasserByVol:			0		0	0	0	0	0	0	0	0
Initial Fut:			108	25	215	9	166	363	440	211	132	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			108				166	363	440	211	132	4
Reduct Vol:			0				0		0	0	0	0
Reduced Vol:	103	246	108	25	215	9	166	363	440	211	132	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:						1.00		1.00				1.00
FinalVolume:												4
Saturation F												
Sat/Lane:												
Adjustment:	0.95	0.87	0.87	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	2.08	0.92	1.00	2.88	0.12	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:						207			1615		3490	
Capacity Anal												
Vol/Sat:		0.07	0.07	0.01			0.09	0.10	0.27	0.12	0.04	0.04
Crit Moves:	****				***			****		***		
Green/Cycle:								0.23	0.36		0.30	
Volume/Cap:	0.43	0.41	0.41	0.11	0.26	0.26	0.45	0.43	0.75	0.43	0.13	0.13
Delay/Veh:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	22.3	22.3	23.6	21.9	21.9	21.6	20.0	22.0	18.7	15.5	15.5
LOS by Move: HCM2kAvgQ:	C	C+	C+	C	C+	C+	C+	C+	C+	B-	В	В
									9	3	1	1
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

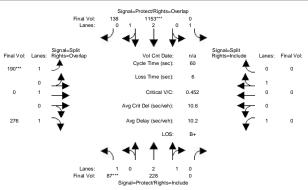
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:22:01 2016
 Page 2-2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

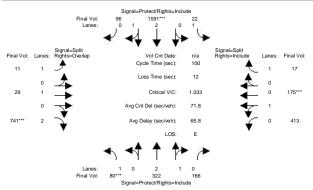


Street Name: Approach:	Noi	rth Bo	Mathil und	da Ave	e uth Bo	und	Ea	ast Bo	5th ound	Ave We	st Bo	und
Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R	L -	Т	- R
									10			
Y+R:						4.0		4.0		4.0		
Volume Module												
Base Vol:	87	199	0	0	1132	138	190	0	276	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			0	0	1132	138	190	0	276	0	0	
Added Vol:			0	0	21	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	87	228	0	0	1153	138	190	0	276	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	87	228	0	0	1153	138	190	0	276	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	87	228	0	0	1153	138	190	0	276	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	87	228	0	0			190	-		0	-	
 Saturation Fl												
Sat/Lane:				1000	1000	1000	1000	1000	1000	1000	1000	190
Adjustment:												
			0.00						1.00			
Final Sat.:												0.0
Capacity Anal				'		'	'		'			
Vol/Sat:	0.05	0.04	0.00	0.00	0.25	0.25	0.11	0.00	0.17	0.00	0.00	0.0
Crit Moves:	* * * *				****		***					
Green/Cycle:	0.12	0.67	0.00	0.00	0.55	0.78	0.23	0.00	0.35	0.00	0.00	0.0
Volume/Cap:				0.00	0.46	0.32	0.46	0.00	0.49	0.00	0.00	0.0
Delay/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	25.9	3.4	0.0	0.0	8.1	1.9	20.7	0.0	16.1	0.0	0.0	0.
LOS by Move:	C	A	A	A	A	A	C+	A	В	A	A	
HCM2kAvgQ:	1	1	0	0	5	3	4	0	5	0	0	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name:		1	Mathil	da Ave	9			M	offett	Park	Dr	
Street Name: Approach:	No	rth Bo	und	Sot	ath Bo	und	Ea	st Bo	und	₩e	st Bo	und
Movement:	L ·	- T ·	- R	L ·	- T	- R	L -	T	- R	L -	T	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:									4.0			
Volume Module												
Base Vol:					1570							
Growth Adj:						1.00						1.00
Initial Bse:			166		1570		11		741		175	17
Added Vol:				0			0	0	0	0	0	0
PasserByVol:	0	0	0			0	0			0	0	0
Initial Fut:									741			17
User Adj:	1.00	1.00	1.00			1.00				1.00	1.00	1.00
PHF Adj:			1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			166		1591		11	29	741	413	175	17
Reduct Vol:			0		0	0	0	0	0	0	0	0
Reduced Vol:	80	322	166	22	1591	96	11	29	741	413	175	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:												17
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.90	0.90	0.95	1.00	0.75	0.97	0.97	0.85
Lanes:				1.00	2.83	0.17	1.00	1.00	2.00	0.70	0.30	1.00
Final Sat.:						293			2842		546	
Capacity Anal												
Vol/Sat:						0.33	0.01	0.02			0.32	0.01
Crit Moves:					****				***		****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.18	0.18	0.25	0.31	0.31	0.31
Volume/Cap:	0.63	0.43	0.44			1.04			1.03	1.04	1.04	0.03
Delay/Veh:						66.4			77.6			24.1
User DelAdj:											1.00	
AdjDel/Veh:										82.0		24.1
LOS by Move:	E+	C-	C-	D+	E				E-	F	F	C
HCM2kAvgQ:				1			0		20	26	26	0
Note: Queue r	report	ted is	the n	umber	of ca	rs per	lane.					

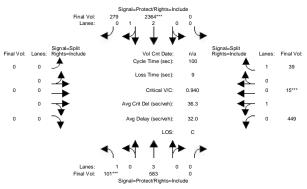
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:22:01 2016 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

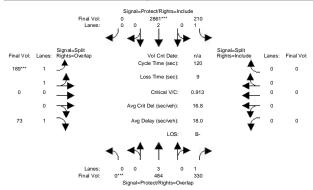


Street Name: Approach: Movement:	No	rth Bo		Soi	uth Bo	und - R		ast Bo		We	st Bo	ound - R
 Min. Green:						10						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module					0250	064				440	1.5	20
Base Vol:					2358		0	1 00		449		
Growth Adj:						1.00		1.00		1.00		
Initial Bse:			0		2358	264	0	0	0	449	15	39
Added Vol:			0	-	6	15	0	0	0	0	0	(
PasserByVol:			0	0	-	0	0	0	0	0	0	(
Initial Fut:			-		2364		0	0	0		15	39
User Adj:						1.00		1.00				
PHF Adj:						1.00		1.00		1.00		1.00
PHF Volume:			0	-	2364	279	0	0	0	449	15	39
Reduct Vol:			0			0	0	0	0	0	0	
Reduced Vol:					2364		0	-	0			
		1.00				1.00			1.00			1.00
MLF Adj:						1.00		1.00				1.00
FinalVolume:									0			39
Saturation Fl				1000	1000	1000	1000	1000	1000	1000	1000	100
Sat/Lane:			1900			1900						
Adjustment:							1.00					
		3.00				0.32		0.00		0.97		1.0
Final Sat.:									0	1592		
 Capacity Anal												
Vol/Sat:				0 00	0 52	0.52	0 00	0 00	0 00	0.28	0 20	0.0
Crit Moves:			0.00	0.00	****	0.52	0.00	0.00	0.00	0.20	****	0.0
Green/Cycle:			0 00	0 00		0.54	0.00	0 00	0.00	0.30		0.3
Volume/Cap:							0.00			0.30		
Volume/Cap. Delay/Veh:							0.00			63.5		
User DelAdj:							1.00			1.00		
AdjDel/Veh:				0.0		30.1	0.0		0.0	63.5		25.
					30.1	30.1 C	0.0 A				03.5 E	∠5.
LOS by Move: HCM2kAvgO:			A 0	A 0		27	A 0			E 19	_	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name: Approach:	No	l rth Bo	Mathil	d Ave	uth Bo	nund	Ea	SF	237 E	B Ramps West Bo	nund
Movement:	L	- T ·	- R	L ·	- T	- R	L -	- T	- R	L - T	- R
Min. Green:										10 10	
Y+R:		4.0				4.0					
Volume Modul											
Base Vol:	0	476	330	210	2855	0	168	0	73	0 0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	0	476	330	210	2855	0	168	0	73	0 0	0
Added Vol:	0	8	0	0	6 0	0	21	0	0	0 0	0
PasserByVol:	0	0	Ō	0	0		0	0	0	0 0	0
Initial Fut:	0	484	330	210	2861	0	189	0	73	0 0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume:	0	484	330	210	2861	0	189	0	73	0 0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:				210	2861	0	189	0	73	0 0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:						1.00		1.00	1.00	1.00 1.00	1.00
FinalVolume:							189		73	0 0	0
Saturation F											
Sat/Lane:										1900 1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00 1.00	1.00
Lanes:				1.00	2.00	0.00	2.00	0.00	1.00	0.00 0.00	0.00
Final Sat.:						0		0		0 0	
Capacity Ana											
Vol/Sat:		0.09	0.20	0.12				0.00	0.05	0.00 0.00	0.00
Crit Moves:	****				***		****				
Green/Cycle:				0.31				0.00		0.00 0.00	0.00
Volume/Cap:					0.94			0.00	0.54	0.00 0.00	0.00
Delay/Veh:						0.0		0.0	57.3	0.0 0.0	0.0
User DelAdj:						1.00		1.00		1.00 1.00	1.00
AdjDel/Veh:						0.0		0.0		0.0 0.0	0.0
LOS by Move:						A		A		A A	
HCM2kAvgQ:				6		0		0	3	0 0	0
Note: Queue	repor	ted is	the n	umber	of ca	ars per	lane				

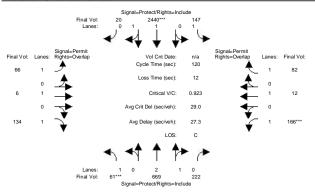
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:22:01 2016
 Page 2-6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr

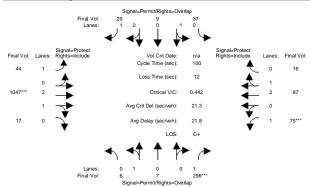


Street Name: Approach:		rth Bo				ound	Ea	ast Bo		s Dr We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:									10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module								_				
Base Vol:				147			66	6				
Growth Adj:								1.00		1.00		
Initial Bse:					2434		66					82
Added Vol:			0	0	_	-	0	-	-	-	-	0
PasserByVol:				0	-	-	0	-	-	_	0	0
Initial Fut:				147			66		134		12	
User Adj:						1.00		1.00			1.00	
PHF Adj:						1.00		1.00			1.00	
PHF Volume:			222		2440	20	66	6			12	82
		0		0			0			0	0	(
Reduced Vol:								6				
			1.00			1.00			1.00		1.00	
MLF Adj:						1.00		1.00			1.00	
FinalVolume:				147			66					82
Saturation Fl												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:							0.76				1.00	
		2.25					1.00				1.00	
Final Sat.:						29			1615		1900	
Capacity Anal	lysis	Modul	e:									
Vol/Sat:		0.18	0.18	0.08		0.68	0.05	0.00	0.08		0.01	0.05
Crit Moves:					****					****		
Green/Cycle:									0.18		0.12	
Volume/Cap:							0.38				0.05	
Delay/Veh:										104.6		
User DelAdj:							1.00			1.00		
AdjDel/Veh:				37.8				46.6		104.6		
LOS by Move:			В	D+	C	C	_	D	D		D	(
HCM2kAvgQ:			7	4		41	3		5	9	0	- 2
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name: Approach:			Borreg	as Ave	e	_			Caribb	ean Dr		
Approach:	No:	rth Bo	und	Soi	uth Bo	und	Ea	ast Bo	ound	₩e	est Bo	und
Movement:												
Min. Green:												
Y+R:						4.0						
Volume Modul												
Base Vol:						8		1047			97	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	296	28	4	8	15	1047	17	75	97	6
Added Vol:	0	6	0	9	5	21	29	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	7	296	37	9	0 29	44	1047				16
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	7	296	37	9	29	44	1047	17	75	97	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	7	296	37	9	29	44	1047	17	75	97	16
PCE Adj:	1.00	1.00				1.00				1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	7	296	37	9	29	44	1047	17	75	97	16
Saturation F				'		'			'	1		'
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.82			0.95	0.91	0.91	0.95	0.89	0.89
Lanes:				0.80	0.20	1.00	1.00	2.95	0.05	1.00	2.58	0.42
Final Sat.:												
Capacity Ana									'	ļ		'
Vol/Sat:					0.03	0.02	0.02	0.21	0.21	0.04	0.02	0.02
Crit Moves:			****					****		****		
Green/Cycle:		0 26	0 35	0 26	0 26	0.49	0 23	0 47	0.47	0.09	0 33	0.33
Volume/Cap:						0.04			0.44			
Delay/Veh:				28.6				18.1				23.0
User DelAdj:				1.00				1.00				1.00
AdjDel/Veh:				28.6				18.1				23.0
LOS by Move:									B-			
HCM2kAvq0:	0	0	7	1	1	0	1	D-				1
Note: Queue :									0	3		1
More. Anene	rchor	ccu is	cric II	aume t	OT CO	rrp her	rane.					

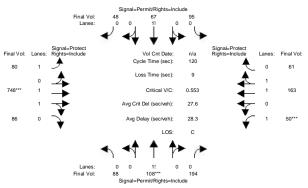
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:22:01 2016 Page 2- 8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

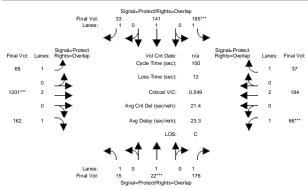


Street Name: Approach:	No	rth Bo	Borreg und	as Ave	e uth Bo	und	Ea	ast Bo	Java ound		est Bo	ound
Movement:									- R			
									10			
Y+R:						4.0		4.0		4.0		
 Volume Module												
Base Vol:	88	108	194	90	67	48	80	748	86	50	163	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	88	108	194	90	67	48	80	748	86	50	163	5
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	88	108	194	95	67	48	80	748	86	50	163	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			194	95	67	48	80	748	86	50	163	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	88	108	194	95	67	48	80	748	86	50	163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:							80	748	86	50	163	6
Saturation F.				1000	1000	1000	1000	1000	1000	1000	1000	100
			1900			1900				1900		
Adjustment:							0.95				0.91	
Lanes:									0.21		1.46	
Final Sat.:						285			367		2519	
Capacity Anal				1			1			1		
Vol/Sat:				0.17	0.17	0.17	0.04	0.23	0.23	0.03	0.06	0.0
Crit Moves:		****						****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.20	0.42	0.42	0.06	0.28	0.2
Volume/Cap:				0.38	0.38	0.38	0.22	0.56	0.56	0.47	0.23	0.2
Delay/Veh:	25.5	25.5	25.5	22.5	22.5	22.5	40.8	26.8	26.8	58.1	33.2	33.
User DelAdj:				1.00	1.00	1.00		1.00		1.00	1.00	1.0
AdjDel/Veh:				22.5	22.5	22.5	40.8	26.8	26.8	58.1	33.2	33.
LOS by Move:				C+	C+	C+	D	C	C	E+	C-	C
HCM2kAvqQ:	11	11	11	5		5	2		12	2	3	
Note: Queue :						~~ ~~	lono			_	-	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	rth Do	Corssm	an Ave	e ith Do	und		nat Da	Java	Dr	art Do	und
Movement:	T.	- Т ·	- R	T	лен ве - Т	– R	Т	авс во - Т	– R	T	- Т	– R
Min. Green:												
Y+R:												
Volume Module			'			'	'		'			'
Base Vol:	15	22	176	185	141	33	69	1196	162	66	178	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	22	176	185	141	33	69	1196	162	66	178	37
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	Λ.	Λ.	Λ	Λ	Λ.	0	0
PasserByVol: Initial Fut:	15	22	176	185	141	33	69	1201	162	66	184	37
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	22	176	185	141	33	69	1201	162	66	184	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	176	185	141	33	69	1201	162	66	184	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	176	185	141	33	69	1201	162	66	184	37
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:									1.00			
Final Sat.:												
Capacity Anal												
Vol/Sat:						0.02	0.04			0.04	0.05	0.02
Crit Moves:				****				****		***		
Green/Cycle:												
Volume/Cap:						0.05			0.15		0.14	
Delay/Veh:									6.8		21.6	
User DelAdj:					1.00				1.00			1.00
AdjDel/Veh:					39.5				6.8			11.4
LOS by Move:					D							B+
HCM2kAvgQ:						1			2	2	2	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

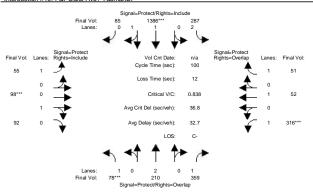
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:22:01 2016 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr



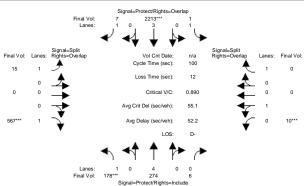
		F.s	air ua	KS AV	3				Tasma	n Dr		
Approach:	No	rth Boi	and	Sou	ıth Bo	und	Ea	ast Bo	und	₩e	est Bo	und
Movement:	L ·	- T -	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:	7	10	10	. 7	10	10	7	10	10	7	10	10
Y+R:												
Volume Module	:											
Base Vol:	78	204	359	287	1381	85	55	98	92	316	52	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	204	359	287	1381	85	55	98	92	316	52	
Added Vol: PasserByVol:	0	6	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	210	359	287	1386	85	55	98	92	316	52	51
User Adj:						1.00					1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	210	359	287	1386	85	55	98	92	316	52	51
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	210	359	287	1386	85	55	98	92	316	52	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	210	359	287	1386	85	55	98	92	316	52	51
Saturation Fl	ow Mo	odule:										
Sat/Lane:												
Adjustment:	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.93	0.93	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:											1900	
Capacity Anal	ysis	Module	e:									
Vol/Sat:	0.04	0.06	0.22	0.08	0.41	0.41	0.03				0.03	0.03
Crit Moves:	***				***			***		***		
Green/Cycle:	0.07	0.30	0.51	0.25	0.48	0.48	0.14	0.13	0.13	0.20	0.19	0.44
Volume/Cap:											0.14	
Delay/Veh:	54.1	25.9	16.0	31.1	27.5	27.5	39.0	69.4	69.4	56.1	33.6	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:												
LOS by Move:							D+	E	E	E+	C-	В
HCM2kAvgQ:	3	3	7	4	22	22	2	8	8	10	1	1
Note: Queue r		2 1	-1				7					

COMPARE Tue Nov 22 13:22:01 2016 Page 2-11

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



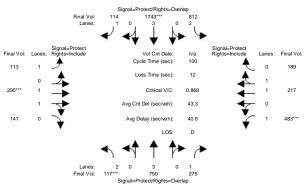
Street Name: Approach:	No:	rth Bo	Carrib und	ean Di Soi	r uth Bo	ound	Ea	Mo st Bo	ffett	Park Dr West B	ound
Movement:	L	- T ·	- R	L ·	- T	- R	L -	T	- R	L - T	
Min. Green:										10 10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 4.0	4.0
Volume Module											
Base Vol:	178	264	6	1	2204	7	15	0	567	10 0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	178	264	6	1	2204	7	15	0	567	10 0	0
Added Vol:	0	10	0	0	9	0	0	0	0	0 0	0
PasserByVol:				0	0	0	0	0	0		0
Initial Fut:	178	274	6	1	2213	7	15	0	567	10 0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume:	178	274	6	1	2213	7	15	0	567	10 0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	178	274	6	1	2213	7	15	0	567	10 0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
FinalVolume:	178	274	6	1	2213	7	15	0	567	10 0	0
Saturation F	low M	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.95 1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00 0.00	1.00
Final Sat.:	1805	6747	148	1805	5187	1615	1805	0	1615	1809 0	1900
Capacity Ana	lysis	Modul	e:								
Vol/Sat:	0.10	0.04	0.04	0.00	0.43	0.00	0.01	0.00	0.35	0.01 0.00	0.00
Crit Moves:	***				***				****	***	
Green/Cycle:	0.10	0.31	0.31	0.22	0.43	0.68	0.25	0.00	0.35	0.10 0.00	0.00
Volume/Cap:	1.00	0.13	0.13	0.00	1.00	0.01	0.03	0.00	1.00	0.06 0.00	0.00
Delay/Veh:	111.5	24.8	24.8	30.7	46.9	5.1	28.1	0.0	69.3	40.9 0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
AdjDel/Veh:	111.5	24.8	24.8	30.7	46.9	5.1			69.3	40.9 0.0	0.0
LOS by Move:	F	C	C	C	D	A	C	A	E	D A	A
HCM2kAvgQ:				0		0			24	0 0	0
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane.				

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ COMPARE Tue Nov 22 13:22:01 2016 Page 2-12

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

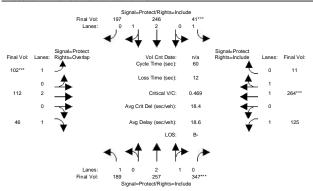


Street Name: Approach:	No	rth Bo	und	Soi	ith Bo					We	est Bo	
Movement:												
									10			
Y+R:			4.0		4.0			4.0			4.0	
Volume Module			1	1		- 1	ı		1	1		
Base Vol:	117	744	275	811	1738	114	113	295	141	483	217	18
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			275		1738	114	113	295	141	483	217	18
Added Vol:	0	6	0	1	5	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	117	750	275	812	1743	114	113	295	141	483	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			275	812	1743	114	113	295	141	483	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	117	750	275	812	1743	114	113	295	141	483	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	117	750	275	812	1743	114	113	295	141	483	217	18
Saturation Fl												
Sat/Lane:			1900				1900				1900	
Adjustment:					0.91		0.95				0.88	
		3.00				1.00		1.35			1.07	
Final Sat.:						1615		2325			1794	
Capacity Anal												
Vol/Sat:			0.17	0.23			0.06				0.12	0.1
Crit Moves:								****		***		
Green/Cycle:						0.53		0.14			0.28	
Volume/Cap:							0.39				0.44	
Delay/Veh:								62.2			30.1	
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:					36.0	11.8		62.2			30.1	30.
LOS by Move: HCM2kAvgO:			B 5	D	D+ 22	B+	D+	_		D- 18	C	
	2			15		2	3				6	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



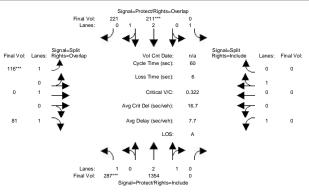
Street Name: Approach:			Mathil			ound					Java I est Bo	
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R		- Т	
Min. Green:						10				7		
Y+R:	4.0	4.0				4.0					4.0	
Volume Module												
Base Vol:						197		112		125		
Growth Adj:				1.00	1.00	1.00			1.00			1.00
Initial Bse:			347	41		197		112	46	125	264	11
Added Vol:			0	0		0	0	0	0	0	0	0
PasserByVol:				0	-	0	0	-	0	0	0	0
Initial Fut:			347	41	246	197		112		125	264	11
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	257	347	41	246	197	102	112	46	125	264	11
Reduct Vol:			0	0	0	0		0	0	0	0	0
Reduced Vol:	189	257	347	41		197	102				264	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				41		197		112	46		264	11
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.95	0.85	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:					3226				1615		3445	144
Capacity Ana												
Vol/Sat:					0.08	0.12		0.03	0.03	0.07		0.08
Crit Moves:			****	***			****				****	
Green/Cycle:					0.30				0.38		0.17	0.17
Volume/Cap:					0.25	0.40		0.19		0.59		0.46
Delay/Veh:				24.4	15.8	16.8	26.6	21.7	11.9	29.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			14.4	24.4	15.8	16.8	26.6	21.7			23.1	23.1
LOS by Move:			В				C			C		C
HCM2kAvgQ:			_		2	4		1	1	2	2	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

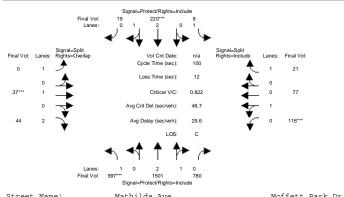


Street Name:			Mathil	da Ave	2				5th	Ave		
Approach:	No:	rth Bo	und	Sot	ath Bo	und	Ea	ast Bo	und	We	est Bo	und
Movement:												
Min. Green:												
Y+R:												
Volume Module	a:			1						1		
Base Vol:			0	0	197	221	116	0	81	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	287	1348	0	0	197	221	116	0	81	0	0	
Added Vol: PasserByVol:	0	6	0	0	14	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	287	1354	0	0	211	221	116	0	81	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	287	1354	0	0	211	221	116	0	81	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduct Vol: Reduced Vol:	287	1354	0	0	211	221	116	0	81	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	287	1354	0	0	211	221	116	0	81	0	0	
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Adjustment:	0.95	0.91	0.91	1.00	0.84	0.84	0.95	1.00	0.85	1.00	1.00	1.0
Lanes:											1.00	0.0
Final Sat.:											1900	
Capacity Ana:												
Vol/Sat:									0.05	0.00	0.00	0.0
Crit Moves:							****					
Green/Cycle:											0.00	
Volume/Cap:											0.00	
Delay/Veh:												
User DelAdj:												
AdjDel/Veh:												
LOS by Move:												
HCM2kAvgQ:									1	0	0	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name: Approach:	No	rth Bo	Mathil	da Ave	e ith Bo	und	Fs	Not Bo	foffett	Park Ne	Dr	und
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L -	T	- R
Min. Green:												
Y+R:												
Volume Module												
Base Vol:			780	8	206	19	0	37	44	116	77	21
Growth Adi:					1.00				1.00			1.00
Initial Bse:			780	8		19	0		44		77	21
Added Vol:				0		0	0	0	0	0	0	
PasserByVol:			0	0	0	0	0	0		Ō	ō	0
Initial Fut:				8	220	19	0	37	44	116	77	21
User Adj:				1.00	1.00	1.00				1.00	1.00	1.00
PHF Adj:				1.00	1.00	1.00				1.00		1.00
PHF Volume:				8			0				77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	1501	780	8	220		0	37	44	116	77	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				8	220	19	0	37	44	116	77	21
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.90	0.90	1.00	1.00	0.75	0.97	0.97	0.85
Lanes:						0.24		1.00	2.00	0.60		
Final Sat.:									2842			
Capacity Ana												
Vol/Sat:			0.48	0.00		0.05	0.00	0.02			0.10	0.01
Crit Moves:					****			****		***		
Green/Cycle:					0.10					0.11		
Volume/Cap:						0.47				0.97		
Delay/Veh:					43.2							
User DelAdj:					1.00				1.00			1.00
AdjDel/Veh:					43.2							40.6
LOS by Move:					D							D
HCM2kAvgQ:				0		3			0	10	10	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

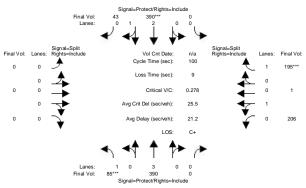
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:23:33 2016
 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

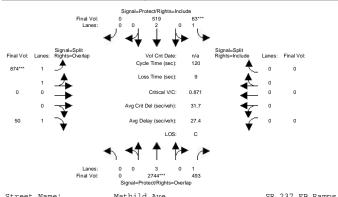


Street Name: Approach:	No	rth Bo	Mathilo und	Sot	ıth Bo	und	Ea	ast Bo	237 Wound	We	est Bo	ound
Movement:												
 Min. Green:												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
Volume Module		204			200	2.2				006		1.0
Base Vol:					386		0	0		206		
Growth Adj:							1.00				1.00	
Initial Bse: Added Vol:							0	0	0			
					4		0			0		
PasserByVol:			0	-	-	-	-	-	-	0	-	
Initial Fut:							0		-		. 1	
Jser Adj:						1.00		1.00			1.00	
PHF Adj:	1.00	1.00	1.00			1.00		1.00			1.00	
PHF Volume:					390		0			206	1	19
Reduct Vol:			0				0			0		
Reduced Vol:											1	
PCE Adj:									1.00			
MLF Adj:							1.00					
FinalVolume:									0			
Saturation Fl				1000	1000	1000	1000	1000	1000	1000	1000	100
Sat/Lane:												
Adjustment:							1.00					
Lanes:									0.00			
Final Sat.:												
 Capacity Anal												
Vol/Sat:				0 00	0 00	0 00	0 00	0 00	0 00	0 12	0 12	0.1
Crit Moves:					****	0.00	0.00	0.00	0.00	0.12	0.12	***
Green/Cycle:						0 21	0.00	0 00	0.00	0 44	0.44	
Jreen/Cycle: Volume/Cap:							0.00				0.44	
Volume/Cap: Delay/Veh:							0.00		0.00		18.3	
Delay/ven: User DelAdj:												
							1.00		1.00		1.00	
AdjDel/Veh:							0.0		0.0		18.3	
LOS by Move: HCM2kAvq0:							A			В-	_	
	2	2	0	0	4	4	0	0	0	- 4	4	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name: Approach:	No	rth Po	Mathil	d Ave	ıth Do	und	r-	SF	2 237 E	B Ramps	Bound
Movement:	L	- T ·	- R	L ·	- T	- R	L -	- T	- R	L - 1	г – R
Min. Green:	7	10	10	7	10	10	10	10	10	10	LO 10
Y+R:											
Volume Module											
Base Vol:	0	2742	493	63	515	0	870	0	50	0	0 0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
Initial Bse:	0	2742	493	63		0	870	0	50	0	0 0
Added Vol:	0	2	0	0	4	0	4	0	0	0	0 0
PasserByVol:	0	0		0	0	0	Ω		0		0 0
PasserByVol: Initial Fut:	0	2744	493	63	519	0	874	0	50	0	0 0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
PHF Volume:	0	2744	493	63	519	0	874	0	50	0	0 0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:				63	519	0	874	0	50	0	0 0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
FinalVolume:	0	2744	493	63	519	0	874	0	50	0	0 0
Saturation F	low M	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	00 1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00 1.0	00 1.00
Lanes:				1.00	2.00	0.00	2.00	0.00	1.00	0.00 0.0	0.00
Final Sat.:	0	5187	1615	1805	3610	0	3618	0	1615	0	0 0
Capacity Ana	İysis	Modul	e: '								
Vol/Sat:	0.00	0.53	0.31	0.03	0.14	0.00	0.24	0.00	0.03	0.00 0.0	0.00
Crit Moves:		****		****			****				
Green/Cycle:	0.00	0.59	0.59	0.06	0.65	0.00	0.27	0.00	0.27	0.00 0.0	0.00
Volume/Cap:				0.60					0.11		0.00
Delay/Veh:	0.0	24.5	14.6	64.3	8.5	0.0	52.0	0.0	33.0	0.0 0	.0 0.0
User DelAdj:					1.00			1.00	1.00	1.00 1.0	00 1.00
AdjDel/Veh:				64.3			52.0	0.0	33.0	0.0 0	.0 0.0
LOS by Move:				Е	A	A	D-	A	C-	A	A A
HCM2kAvq0:			10	2	4	0	19		1		0 0
Note: Queue :											

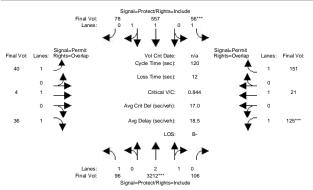
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:23:33 2016
 Page 2-6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr

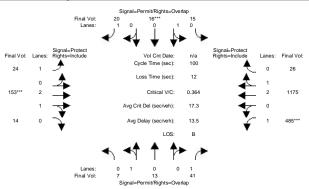


Street Name: Approach:		rth Bo				ound	Ea	ast Bo	Ross		est Bo	ound
Movement:	L ·	- T	- R	L -	- T	- R	L ·	- T	- R	L -	- Т	- R
		10								10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Volume Module												
Base Vol:					553		40			125	21	
Growth Adj:								1.00			1.00	
Initial Bse:				56	553	78	40			125	21	151
Added Vol:			0	0	4	-	0	-	0	0	0	0
PasserByVol:				0	-	0	0	-	-	0	0	0
Initial Fut:				56			40			125	21	151
User Adj:						1.00		1.00			1.00	1.00
PHF Adj:					1.00	1.00		1.00			1.00	1.00
PHF Volume:			106	56	557	78	40	4		125	21	151
		0		0	0		0			0	0	0
Reduced Vol:	96	3212	106	56	557	78	40	4	36	125	21	151
			1.00			1.00			1.00		1.00	1.00
MLF Adj:						1.00		1.00			1.00	1.00
FinalVolume:					557		40			125		151
Saturation Fl												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:							0.75				1.00	
		2.90				0.25		1.00			1.00	1.00
Final Sat.:						435			1615		1900	
Capacity Anal												
Vol/Sat:	0.05	0.64	0.64	0.03	0.18	0.18	0.03	0.00	0.02	0.09	0.01	0.09
Crit Moves:		****		****						***		
Green/Cycle:	0.20	0.74	0.74	0.06	0.60	0.60	0.10	0.10	0.30	0.10	0.10	0.16
Volume/Cap:	0.27	0.87	0.87	0.53	0.30	0.30	0.28	0.02	0.08	0.87	0.11	0.59
Delay/Veh:	41.3	13.4	13.4	60.0	11.5	11.5	51.2	48.8	30.5	91.8	49.5	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	13.4	13.4	60.0	11.5	11.5	51.2	48.8	30.5	91.8	49.5	50.7
LOS by Move:	D	В	В	E	B+	B+	D-	D	C	F	D	Ε
HCM2kAvgQ:	3	34	34	2	6	6	2	0	1	7	1	6
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name: Approach:						nund			Caribb			ound
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	T	- R
Min. Green:										7		
Y+R:	4.0		4.0			4.0						
Volume Module												
Base Vol:	7	12	41	11	13	6	18	153	14	485	1175	24
Growth Adj:			1.00		1.00				1.00			
Initial Bse:			41	11		6		153		485	1175	24
Added Vol:	0	1		4		14		0		-	0	2
PasserByVol:				0		-	-	-	0	-	0	0
Initial Fut:				15				153			1175	26
User Adj:					1.00	1.00		1.00				1.00
PHF Adj:					1.00	1.00		1.00		1.00		1.00
PHF Volume:	7	13	41	15	16	20	24		14		1175	26
Reduct Vol:				0		0		0		-	0	0
Reduced Vol:				15				153			1175	
PCE Adj:					1.00			1.00				1.00
MLF Adj:					1.00			1.00				1.00
FinalVolume:				15			24			485		26
Saturation F												
Sat/Lane:								1900		1900		
Adjustment:					0.87				0.90			0.91
Lanes:					0.52				0.25			0.06
Final Sat.:					850				429			112
Capacity Ana												
Vol/Sat:	0.01	0.01	0.03	0.02	0.02 ****		0.01		0.03	0.27 ****	0.23	0.23
Crit Moves:												
Green/Cycle:					0.10				0.10	0.68		0.60
Volume/Cap:					0.19			0.33				0.39
Delay/Veh:					41.8			42.2		7.2		10.5
User DelAdj:					1.00				1.00			1.00
AdjDel/Veh:					41.8				42.2			10.5
LOS by Move:				D 1		C 0			D 2		B+ 7	B+ 7
HCM2kAvgQ:			-	_	_				2	/	/	/
Note: Queue	repor	tea 18	the n	unwer	OT CS	ırs per	ıane	•				

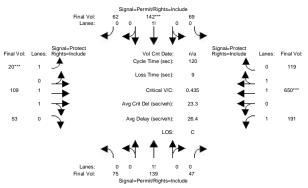
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:23:33 2016
 Page 2-8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

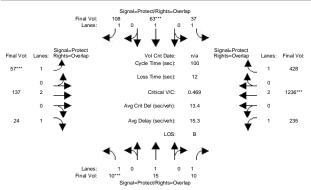


Street Name: Approach:	No	rth Bo		Soi	uth Bo					We	est Bo	
Movement:												
									10			
Y+R:						4.0		4.0		4.0		
 Volume Module												
Base Vol:		139	47	66	142	62	20	109	53	191	650	11
Growth Adj:						1.00	1.00				1.00	
Initial Bse:				66	142	62	20		53	191		11
Added Vol:			0	3	0	0	- 0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:			47	69	142	62	20	109	53	191	650	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.0
PHF Volume:				69	142	62	20	109	53	191	650	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	75	139	47	69	142	62	20	109	53	191	650	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:					142	62	20	109	53	191	650	11
Saturation Fl												
						1900					1900	
Adjustment:									0.90		0.93	
Lanes:									0.65		1.69	
Final Sat.:						357			1123		2981	54
Capacity Anal				1						1		
Vol/Sat:				0.17	0.17	0.17	0.01	0.05	0.05	0.11	0.22	0.2
Crit Moves:					****						****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38			0.24	0.30	0.48	0.4
Volume/Cap:						0.45		0.20			0.45	
Delay/Veh:					28.1			36.7		33.0	20.7	20.
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:						28.1		36.7			20.7	20.
LOS by Move:						C	D-			C-	C+	
HCM2kAvq0:				7		7	1	2	2	5	9	
Note: Queue 1				umber	of ca	rs per	lane	_	_	-	-	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	wth Do	Corssm	an Av	e uth Da	nd	Pa	at Da	Java	. Dr	at De	nd
Movement:	T.	- Т	- R	T	исп вс - Т	– R	T	. T	– R	T	- Т	- R
Min. Green:												
Y+R:						4.0						
Volume Module				1		,			'	'		'
Base Vol:	10	15	10	37	63	108	57	134	24	235	1235	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	10	37	63	108	57	134	24	235	1235	428
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0		0		0	0	0
PasserByVol: Initial Fut:	10	15	10	37	63	108	57	137	24	235	1236	428
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	10	37	63	108	57	137	24	235	1236	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	10	37	63	108	57	137	24	235	1236	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				37	63	108	57	137	24	235	1236	428
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:					1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:						1615						1615
Capacity Ana	lysis	Modul	e:									
Vol/Sat:			0.01			0.07		0.04	0.01	0.13		0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.07	0.10	0.50	0.07	0.10	0.17	0.07	0.31	0.38	0.40	0.64	0.71
Volume/Cap:						0.39					0.53	
Delay/Veh:					42.9						10.1	5.9
User DelAdj:					1.00						1.00	1.00
AdjDel/Veh:					42.9		47.2				10.1	5.9
LOS by Move:					D	D+	D	C				A
HCM2kAvgQ:							2		0	5	11	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

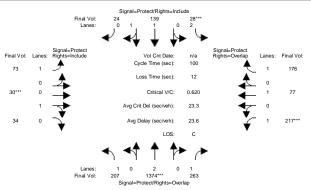
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:23:33 2016
 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr



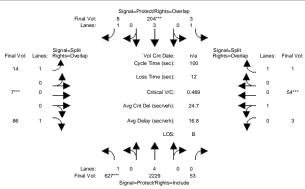
Street Name: Approach:	Mo	F Do	air Oa	ks Ave	e seb Bo	und	π.	at Da	Tasma	n Dr	at Da	
Movement:						- R					- Т	
Min. Green:	7	10	10	' 7	10	10	. 7	10	10	' 7	10	1
Y+R:			4.0					4.0		4.0		
Volume Module												
Base Vol:		1373	263	28	136	24	73	30	34	217	77	17
Growth Adj:						1.00		1.00	1.00		1.00	1.0
Initial Bse:			263	28	136	24	73	30	34	217	77	17
Added Vol:			0	0	3	0	0	0	0	0	0	
PasserByVol:			0	0	0	0	0	0	0	Ō	0	
Initial Fut:			263	28	139	24	73	30	34	217	77	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:				28	139	24	73	30	34	217	77	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	207	1374	263	28	139	24	73	30	34	217	77	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:					139		73				77	17
 Saturation F												
Saturation F. Sat/Lane:		1900		1000	1000	1900	1900	1000	1900	1000	1900	190
Adjustment:					0.93		0.95				1.00	
Adjustment. Lanes:			1.00		1.71			0.92			1.00	
Lanes. Final Sat.:						520		819			1900	161
Capacity Anal				1		1	1		'	1		
Vol/Sat:				0.01	0.05	0.05	0.04	0.04	0.04	0.12	0.04	0.1
Crit Moves:		***		****				***		***		
Green/Cycle:				0.07	0.28	0.28	0.11	0.10	0.10	0.17	0.16	0.2
Volume/Cap:	0.35	0.71	0.23			0.16	0.37	0.37	0.37	0.71	0.25	0.4
Delay/Veh:	26.1	18.3	5.1	43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:				43.8	27.0	27.0	42.3	43.3	43.3	46.4	37.2	34.
LOS by Move:	C	B-	A	D	C	C	D	D	D	D	D+	C
HCM2kAvgQ:	5	17	3	0		2	2		2	6	2	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

COMPARE Tue Nov 22 13:23:33 2016 Page 2-11

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



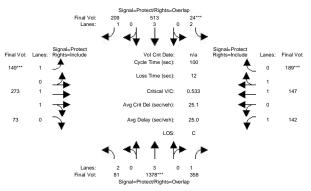
Street Name: Approach:	No:	rth Bo	Carrib	ean Di	r ith Bo	und	Ea	Mo	ffett	Park Dr West F	ound
Movement:	L	- T ·	- R	L ·	- T	- R	L -	· T	- R	L - T	
Min. Green:										10 10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 4.0	4.0
Volume Module											
Base Vol:	627	2227	53	3	200	8	14	7	86	3 54	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	627	2227	53	3	200	8	14	7	86	3 54	1
Added Vol:	0	2	0	0	4	0	0	0	0	0 (0
PasserByVol:	0	0	0	0	4 0 204	0	0		0		0
Initial Fut:	627	2229	53	3	204	8	14	7	86	3 54	. 1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:			53	3		8	14	7	86	3 54	
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0 (0
Reduced Vol:	627	2229	53	3	204	8	14	7	86	3 54	. 1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
FinalVolume:					204	8				3 54	
Saturation F											
Sat/Lane:	1900	1900	1900	1900	1900			1900	1900	1900 1900	1900
Adjustment:				0.95	0.91				0.83		
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	0.67	0.33	1.00	0.05 0.95	1.00
Final Sat.:						1615				100 1795	
Capacity Ana											
Vol/Sat:		0.33	0.33	0.00		0.00	0.01		0.05	0.03 0.03	
Crit Moves:	****				****			****		****	
Green/Cycle:					0.10			0.10			0.22
Volume/Cap:					0.39			0.13			
Delay/Veh:					42.7					42.7 42.7	
User DelAdj:					1.00				1.00		
AdjDel/Veh:				38.9	42.7		41.1	41.1	5.4	42.7 42.7	30.5
LOS by Move:					D		D			D I	-
HCM2kAvgQ:			13	0		0	1		1	2 2	. 0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.				

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ COMPARE Tue Nov 22 13:23:33 2016 Page 2-12

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

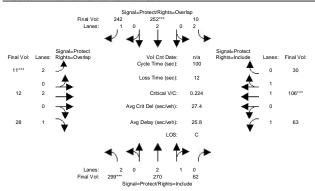


Street Name: Approach:						und	E.	ast Ro	Tasma		est Bo	nund
Movement:	L -	- T	- R	L ·	- T	- R	L -	- Т	- R	L -	- Т	- R
Min. Green:							7			7		
Y+R:			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
Base Vol:					510			273			147	
Growth Adj:						1.00		1.00			1.00	
Initial Bse:			358	24		209	149			142	147	189
Added Vol:			0	0	3	0	0	-	0	0	0	0
PasserByVol:			0	0	-	0	0	0	0	0	0	0
Initial Fut:				24			149			142	147	189
User Adj:	1.00	1.00	1.00			1.00		1.00			1.00	1.00
PHF Adj:						1.00		1.00			1.00	1.00
PHF Volume:			358	24	513	209	149			142	147	189
		0		0			0			0	0	0
Reduced Vol:				24		209	149				147	
			1.00		1.00	1.00		1.00			1.00	
MLF Adj:						1.00		1.00			1.00	1.00
FinalVolume:					513			273			147	189
 Saturation Fl												
Sat/Lane:			1900	1000	1000	1900	1900	1000	1900	1000	1900	1900
Adjustment:					0.91		0.95				0.87	
		3.00				1.00			0.42		1.00	1.00
Final Sat.:						1615			737		1653	1653
Capacity Anal				1		1	1		1	1		
Vol/Sat:				0.01	0.10	0.13	0.08	0.10	0.10	0.08	0.09	0.11
Crit Moves:				****			****					****
Green/Cycle:				0.07	0.31	0.46	0.14	0.19	0.19	0.15	0.20	0.20
Volume/Cap:						0.28		0.51			0.44	
Delay/Veh:							42.9				35.5	
User DelAdj:							1.00				1.00	
AdjDel/Veh:					26.2		42.9			40.8		37.5
LOS by Move:			J. 0	13.7 D	20.2 C	в		D+	D+	10.0 D		D+
				_			_			_	5	5
HCM2kAvq0:	1	12	5	0	4	4	4					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



Street Name: Approach:			Mathil			ound			ed Mart		Java I est Bo	
Movement:						- R			- R	L -		- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:		4.0			4.0			4.0				4.0
Volume Modul												
Base Vol:				10		242	11			63		30
Growth Adj:			1.00			1.00		1.00			1.00	1.00
Initial Bse:			62	10		242	11	12	28	63	106	30
Added Vol:			0	0		0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:			62	10		242	11	12	28	63		30
User Adj:	1.00	1.00	1.00		1.00			1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00		1.00			1.00	1.00	1.00		1.00
PHF Volume:	299	270	62	10	252	242	11	12	28	63	106	30
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			62	10			11	12		63	106	30
PCE Adj:	1.00	1.00	1.00		1.00			1.00			1.00	1.00
MLF Adj:			1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			62	10		242	11		28		106	30
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900		1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.44		2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:			942			1615		3610			2721	770
Capacity Ana												
Vol/Sat:		0.07	0.07	0.00	0.07	0.15	0.00	0.00	0.02	0.03		0.04
Crit Moves:	***				****		****				****	
Green/Cycle:			0.38			0.36	0.07	0.14		0.10		0.16
Volume/Cap:			0.17			0.41		0.02		0.36		0.24
Delay/Veh:			20.6		27.1			37.4	13.1	43.7		36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			20.6	27.0	27.1	24.5	43.5	37.4	13.1	43.7	36.7	36.7
LOS by Move:			C+	C			D		В		D+	D+
HCM2kAvgQ:	3	2	2	0	3	6	0	0	0	2	2	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

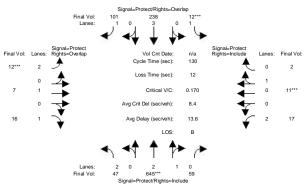
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:24:09 2016
 Page 2-2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

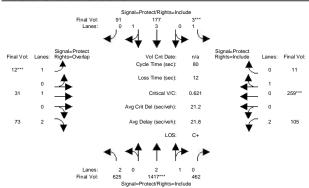


Street Name: Approach:			Mathil und			und	Ea	ast Bo	5th ound	Ave We	est Bo	und
Movement:												
			10									
Y+R:			4.0					4.0		4.0		
Volume Module			1									
Base Vol:	47	645	59	12	238	101	12	7	16	17	11	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			59	12	238	101	12	7	16	17	11	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	645	59	12	238	101	12	7	16	17	11	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			59	12	238	101	12	7	16	17	11	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	645	59	12	238	101	12	7	16	17	11	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:				12			12				11	
 Saturation F												
		1900		1000	1000	1900	1900	1000	1900	1000	1900	190
Adjustment:							0.92				0.98	
Lanes:							2.00				0.85	0.9
Final Sat.:						1615		1900			1571	28
Capacity Anal	lysis	Modul	e: '	'		'	'		,			
Vol/Sat:	0.01	0.14	0.14	0.01	0.05	0.06	0.00	0.00	0.01	0.00	0.01	0.0
Crit Moves:		***		****			****				****	
Green/Cycle:	0.32	0.72	0.72	0.05	0.46	0.51	0.05	0.08	0.40	0.05	0.08	0.0
Volume/Cap:	0.04	0.19	0.19	0.12	0.10	0.12	0.06	0.05	0.02	0.09	0.09	0.0
Delay/Veh:	30.5	5.8	5.8	59.2	20.1	16.7	58.5	55.7	23.9	58.7	56.1	56.
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:				59.2	20.1	16.7	58.5	55.7	23.9	58.7	56.1	56.
LOS by Move:	C					В	E+	E+	C	E+	E+	E
HCM2kAvgQ:			3	0		2	0		0	0	1	
Note: Queue 1	report	ed is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



			- 0									
Street Name: Approach:		1	Mathil	da Ave	е			M	offett	Park	Dr	
Approach:	No:	rth Bo	und	Sot	uth Bo	und	Ea	ast Bo	ound	We	est Bo	ound
Min. Green:												
Y+R:												
Volume Module												
Base Vol:	625	1417	462	3	177	91	12	31	73	105	259	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	625	1417	462	3	177	91	12	31	73	105	259	11
Added Vol:	0	0		0		0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	1417	462	3	177	91	12	31	73	105	259	11
User Adj: PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:				3		91	12	31	73	105	259	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:						91			73		259	
PCE Adj:	1.00	1.00										
MLF Adj:	1.00	1.00				1.00						1.00
FinalVolume:						91						11
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.75	0.92	0.99	0.99
Lanes:	2.00	2.26	0.74	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:												
Capacity Ana												
Vol/Sat:						0.06		0.02	0.03	0.03		0.14
Crit Moves:		****		****			***				****	
Green/Cycle:	0.34	0.49	0.49	0.09	0.24	0.24	0.09	0.16	0.50	0.11	0.19	0.19
Volume/Cap:	0.53	0.77	0.77	0.02	0.15	0.23	0.08	0.10	0.05	0.27	0.77	0.77
Delay/Veh:					24.2				10.3			
User DelAdj:						1.00			1.00			
AdjDel/Veh:						24.7			10.3		40.9	
LOS by Move:												D
HCM2kAvgQ:				0		2			1	1	8	8
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

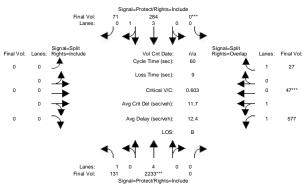
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:24:09 2016 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

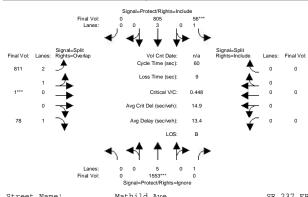


Street Name: Approach:	No	rth Bo		Soi	ıth Bo			ast Bo		We	est Bo	
Movement:												
									10			
Y+R:						4.0		4.0		4.0		
Volume Module												
Base Vol:	131	2233	0	0	284	71	0	0	0	577	47	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	131	2233	0	0	284	71	0	0	0	577	47	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	131	2233	0	0	284	71	0	0	0	577	47	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			0	0	284	71	0	0	0	577	47	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	131	2233	0	0	284	71	0	0	0	577	47	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:									0		47	_
 Saturation Fl												
				1000	1000	1000	1000	1000	1900	1000	1000	190
Adjustment:							1.00			0.87		
			0.00				0.00				0.15	
Final Sat.:									0.00		248	161
Capacity Anal	lysis	Modul	e:									
Vol/Sat:					0.05	0.05	0.00	0.00	0.00	0.19	0.19	
Crit Moves:		***		****							***	
Green/Cycle:	0.22	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.31	0.31	0.3
Volume/Cap:						0.17		0.00		0.60	0.60	0.0
Delay/Veh:	20.1	9.8	0.0	0.0	14.9	14.9	0.0	0.0	0.0	18.4	18.4	14.
User DelAdj:						1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	20.1	9.8	0.0	0.0	14.9	14.9	0.0	0.0	0.0	18.4	18.4	14.
LOS by Move:	C+	A	A	A	В	В	A	A	A	B-	B-	
HCM2kAvgQ:	2	8	0	0	1	1	0	0	0	6	6	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name: Mathild Ave SR 237 EB Ramps Approach: North Bound South Bound East Bound West Bound Movement: L - T - R	R 10 1.0
Movement: L - T - R L - T - R L - T - R L - T -	R 10 1.0
Movement: L - T - R L - T - R L - T - R L - T -	R 10 1.0
	10 1.0
Min Croon: 7 10 10 7 10 10 10 10 10 10 10	1.0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	
Volume Module:	
Base Vol: 0 1553 778 56 805 0 811 1 78 0 0	0
	00
Initial Bse: 0 1553 778 56 805 0 811 1 78 0 0	0
Added Vol: 0 0 0 0 0 0 0 0 0 0	0
PasserByVol: 0 0 0 0 0 0 0 0 0 0	0
Initial Fut: 0 1553 778 56 805 0 811 1 78 0 0	0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.0	00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.0	00
PHF Volume: 0 1553 0 56 805 0 811 1 78 0 0	0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0	0
Reduced Vol: 0 1553 0 56 805 0 811 1 78 0 0	0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.0	00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.0	00
FinalVolume: 0 1553 0 56 805 0 811 1 78 0 0	
Saturation Flow Module:	
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	00
Adjustment: 1.00 0.91 1.00 0.95 0.91 1.00 0.84 0.86 0.85 1.00 1.00 1	00
Lanes: 0.00 5.00 1.00 1.00 3.00 0.00 2.99 0.01 1.00 0.00 0.00 0	
Final Sat.: 0 8645 1900 1805 5187 0 4766 6 1615 0 0	0
Capacity Analysis Module:	
Vol/Sat: 0.00 0.18 0.00 0.03 0.16 0.00 0.17 0.17 0.05 0.00 0.00 0	00
Crit Moves: **** **** ****	
	00
	00
	0.0
	00
	0.0
LOS by Move: A B A C A A B B B A A	
HCM2kAvgQ: 0 5 0 1 3 0 4 4 1 0 0	0
Note: Queue reported is the number of cars per lane.	-

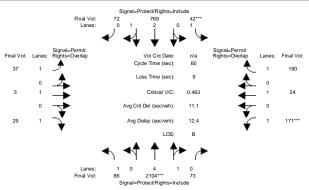
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:24:09 2016
 Page 2-6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr



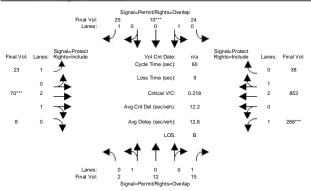
Street Name: Approach:	No	rth Bo	Mathil und	da Ave	e ith Bo	und	F	act Bo	Ross	Dr We	act Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R
						10						
Y+R:			4.0						4.0		4.0	
Volume Module				1		1				1		
Base Vol:	86	2104	73	42	769	72	37	3	29	171	24	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	86	2104	73	42	769	72	37	3	29	171	24	19
Added Vol:		0		0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	86	2104	73	42	769	72	37	3	29	171	24	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	86	2104	73	42	769	72	37	3	29	171	24	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:				42	769	72	37	3	29	171	24	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:				42	769	72	37	3	29	171	24	19
Saturation Fl												
			1900				1900				1900	
Adjustment:									0.85		1.00	
		4.83					1.00				1.00	
Final Sat.:						438			1615		1900	161
 Capacity Anal												
Vol/Sat:				0 02	0 16	0.16	0 03	0 00	0 02	0 12	0.01	0.1
Crit Moves:				****	0.10	0.10	0.05	0.00	0.02	****	0.01	0.1
Green/Cvcle:				0 12	0 26	0.36	0 22	0.23	0.49	0 22	0.23	0.3
Volume/Cap:					0.36			0.23			0.23	
Delay/Veh:						14.7		17.7			18.0	
User DelAdj:					1.00			1.00			1.00	
AdjDel/Veh:					14.7			17.7			18.0	14.
LOS by Move:			B+					17.7	0.1 A	Z1.3 C+		14.
HCM2kAvqO:	1	6	6		4	4	1		0	3		
IICIIIZKMVYŲ.						rs per			U	3	U	

COMPARE Tue Nov 22 13:24:09 2016 Page 2- 7

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name:										ean Dr		
Approach:	No:	rth Bo	und	Soi	uth Bo	ound	Ea	ast Bo	ound	West	Ε Βοι	ınd
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L -		
Min. Green:										7		
Y+R:						4.0						
Volume Modul												
Base Vol:		12	15	24	10	25	23	70	8	268 8	353	38
Growth Adj:					1.00					1.00 1		1.00
Initial Bse:			15	24		25	23		8	268 8		38
Added Vol:			0	0		0		, 0			0	0
PasserByVol:			-	0		0	0	-	-	0	0	0
Initial Fut:				24		25	23				-	38
User Adj:					1.00			1.00				1.00
PHF Adj:	1 00	1 00	1.00		1.00			1.00	1.00	1.00 1		1.00
PHF Volume:			1.00	2.4	10	25	23	70	8		353	38
Reduct Vol:			1.5	0		0	23	0	0		0	0
Reduced Vol:				24			-	70	-	-	353	38
PCE Adj:						1.00		1.00				1.00
MLF Adj:					1.00					1.00 1.		1.00
FinalVolume:				24						268 8		38
Finalvolume:												
Saturation F				1			1					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment:	0.97	0.97	0.85	0.83	0.83	0.85	0.95	0.90	0.90	0.95 0	.90	0.90
Lanes:	0.14	0.86	1.00	0.71	0.29	1.00	1.00	2.69	0.31	1.00 2	.87	0.13
Final Sat.:						1615			524	1805 49		220
Capacity Ana				1		,	1		,	1		1
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.02	0.02	0.15 0	.17	0.17
Crit Moves:								****		***		
Green/Cycle:	0.17	0.17	0.68	0.17	0.17	0.44	0.28	0.17	0.17	0.52 0	.41	0.41
Volume/Cap:	0.05	0.05	0.01	0.13	0.13	0.04	0.05	0.09	0.09	0.29 0	.42	0.42
Delay/Veh:	21.1	21.1	3.0	21.5	21.5	9.5	16.0	21.2	21.2	8.4 12	2.9	12.9
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdjDel/Veh:						9.5		21.2	21.2	8.4 12	2.9	12.9
LOS by Move:			A			A				A		В
HCM2kAvq0:			0	1	1	0	0	1	1	3	5	5
Note: Queue			the r	umber	of ca	ars per	lane					
	-					-						

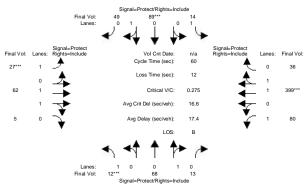
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:24:09 2016 Page 2- 8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

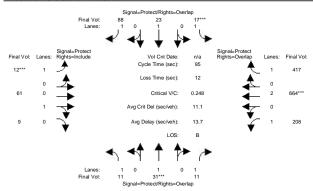


Street Name: Approach:	Mo	rth Do	Borreg	as Ave	e uth Po	und	Ε.	at Po	Java	. Dr We	act Do	und
Movement:											- Т	
Min. Green:			10						10			
Y+R:			4.0						4.0			
Volume Module												
Base Vol:	12	68	13	14	89	49	27	62	5	80	399	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	12	68	13	14	89	49	27	62	5	80	399	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	12	68	13	14	89	49	27	62	5	80	399	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	12	68	13	14	89	49	27	62	5	80	399	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:			13	14	89	49	27	62	5	80	399	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	12	68	13		89				5		399	3
Saturation F												
Sat/Lane:			1900				1900				1900	
Adjustment:							0.95				0.94	
Lanes:		0.84							0.15		1.83	
Final Sat.:						639			266		3272	29
Capacity Anal				1			1			1		
Vol/Sat:	0.01	0.04	0.04	0.01	0.08	0.08	0.01	0.02	0.02	0.04	0.12	0.1
Crit Moves:	***				***		***				****	
Green/Cycle:				0.14	0.22	0.22	0.12	0.27	0.27	0.19	0.35	0.3
Volume/Cap:	0.06	0.22	0.22	0.06	0.35	0.35	0.13	0.07	0.07	0.23	0.35	0.3
Delay/Veh:	23.7	20.5	20.5	22.6	20.4	20.4	24.0	16.2	16.2	20.9	14.7	14.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:				22.6	20.4	20.4	24.0	16.2	16.2	20.9	14.7	14.
LOS by Move:				C+	C+	C+	C	В	В	C+	В	
HCM2kAvq0:			1	0	2	2	0	0	0	1		
Note: Queue :			the n	umbox	of an	~~ ~~	lana					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	wth Do	Corssm	an Ave	e u+b De	und	Pa	at Da	Java	Dr Wood	- Doi	un d
Movement:	T INO.	T CII DO	una D	7	שם ונוו	nunu D	T Ec	ist Di	ouria D	west	. DUI	IIIu D
Movement:												
Min. Green:												
Y+R:												
Volume Module			'	1		1	1		,	I		
Base Vol:			11	17	23	88	12	61	9	208 6	564	417
Growth Adj:	1.00	1.00	1.00		1.00					1.00 1.	.00	1.00
Initial Bse:			11	17		88	12	61	9	208 6	564	417
Added Vol:	0	0	0		0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0		0	0		0	0
PasserByVol: Initial Fut:	11	31	11	17	23	88	12	61	9	208	564	417
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
PHF Volume:	11	31	11	17	23	88	12	61	9	208	564	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:						88	12	61	9	208 6	564	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
FinalVolume:	11	31	11	17	23	88	12	61	9	208 6	564	417
Saturation F	low M	odule:										
Sat/Lane:	1900	1900										
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95 0.	.95	0.85
Lanes:										1.00 2.	.00	1.00
Final Sat.:												
Capacity Ana												
Vol/Sat:						0.05		0.04	0.04	0.12 0.		0.26
Crit Moves:				****			***				***	
Green/Cycle:												
Volume/Cap:						0.30				0.32 0.		0.37
Delay/Veh:						34.5						6.2
User DelAdj:						1.00				1.00 1.		1.00
AdjDel/Veh:						34.5						6.2
LOS by Move:	D	D	В			C-				C+		
HCM2kAvgQ:				1			0		1	4	5	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

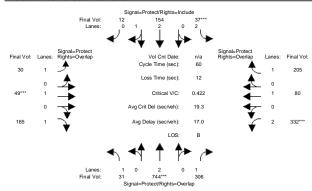
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:24:09 2016 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr

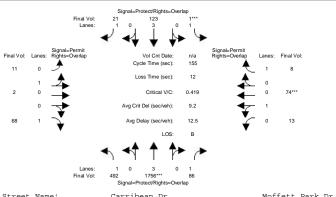


Street Name:		Fair Oaks Ave Tasman Dr North Bound South Bound East Bound West Bound										
Approach:	No:	rth Bo	und	Soi	ıth Bo	und	Ea	ast Bo			est Bo	ound
Movement:											- T	
Min. Green:												
Y+R:												
Volume Module												
Base Vol:			306	37	154	12	30	49	165	332	80	20!
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:							30		165			20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
Added Vol: PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	31	744	306	37	154	12	30	49	165	332	80	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:					154		30		165	332		20
Reduct Vol:	0		0	0	0		0	0				
Reduct Vol: Reduced Vol:	31	744	306	37	154	12	30	49	165	332	80	20
PCE Adj:												
MLF Adj:												
FinalVolume:												
Saturation F				1		'	'		,			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	1.00	0.85	0.92	1.00	0.8
Lanes:	1.00	2.00	1.00	2.00	2.78	0.22	1.00	1.00	1.00	2.00	1.00	1.0
Final Sat.:	1805	3610	1615	3502	4759	371	1805	1900	1615	3502	1900	161
Capacity Ana:												
Vol/Sat:											0.04	0.1
Crit Moves:		***		****				***		****		
Green/Cycle:	0.19	0.35	0.52	0.12	0.28	0.28	0.14	0.17	0.36		0.19	
Volume/Cap:									0.28		0.22	
Delay/Veh:											20.7	
User DelAdj:												
AdjDel/Veh:												
LOS by Move:												
HCM2kAvgQ:									2	3	1	
Note: Queue 1	repor	ted is	the n	umber	of ca	rs per	lane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name: Approach:	No	rth Bo	Carrib	ean Di	r ith B	ound	Ea	Mo ast Bo	offett	Park I	Or est Bo	nund
Movement:	L ·	- T ·	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Win C												
Min. Green: Y+R:												
1 T.K.												
Volume Module				1			1					
Base Vol:		1756	86	1	123	21	11	2	68	13	74	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1756	86	1	123	21	11		68	13	74	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:						0	0	0		0	0	0
Initial Fut:	492	1756	86	1	123	21	11	2	68	13	74	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1756	86	1	123	21	11	2	68	13	74	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1756	86	1	123	21	11	2	68	13	74	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				1							74	8
Saturation F												
Sat/Lane:											1900	
Adjustment:											0.96	
Lanes:										0.15		
Final Sat.:										273		
Capacity Ana												
Vol/Sat:					0.02	0.01	0.01	0.01	0.04	0.05		0.00
Crit Moves:				****							***	
Green/Cycle:											0.11	
Volume/Cap:						0.08		0.08			0.44	
Delay/Veh:						56.1			4.4		66.3	
User DelAdj:									1.00		1.00	
AdjDel/Veh:									4.4		66.3	
LOS by Move:												E+
HCM2kAvgQ:									1	4	4	0
Note: Queue	report	ted is	the n	umber	of c	ars per	lane					

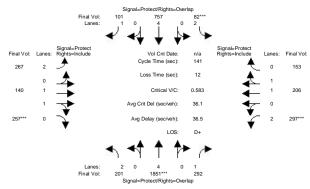
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:24:09 2016 Page 2-12

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

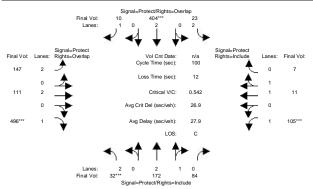


Street Name: Approach:	No	rth Bo	und	Soi	ith Bo					We	est Bo	
Movement:									- R			
			10							7		
Y+R:		4.0			4.0			4.0			4.0	
 Volume Module												
		1851	292	82	757	101	267	140	257	297	206	15
Growth Adj:					1.00	1.00		1.00			1.00	
Initial Bse:				82	757	100	267		257	297	206	1.0
		1821	292	0	757	101	267		257	297	206	15
PasserByVol:			0	0	0	0	0	0	0	0	0	
Initial Fut:			-	82	757	101	267	-	257	297	206	15
		1.00			1.00	1.00		1.00			1.00	1.0
		1.00			1.00	1.00		1.00			1.00	
				82	757	1.00	267			297	206	1.0
PHF Volume:									257			
Reduct Vol:				0	0	0	0		0	0	0	1.5
Reduced Vol:				82	757	101	267					
PCE Adj:		1.00			1.00	1.00		1.00			1.00	
MLF Adj:					1.00	1.00		1.00			1.00	1.0
FinalVolume:					757	101		140		297		15
Saturation F												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Adiustment:					0.91		0.92				0.89	
		4.00				1.00		1.00			1.15	0.8
Final Sat.:						1615		1630			1939	144
Capacity Anal				1		1	1		,	1		
Vol/Sat:				0.02	0.11	0.06	0.08	0.09	0.16	0.08	0.11	0.1
Crit Moves:		***		****					****	****		
Green/Cycle:		0.45	0.60	0.05	0.33	0.50	0.17	0.27	0.27	0.14	0.24	0.2
Volume/Cap:						0.12		0.32			0.44	
Delay/Veh:		29.0				18.7		41.5			46.0	
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:				67.2		18.7		41.5			46.0	46.
LOS by Move:		23.0 C	В	E	D+	B-	D-	D.	D D	E+	D. D	10.
HCM2kAvq0:			6	2		2	5	_	_	7	_	
Note: Queue 1									-0	,	,	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



Street Name: Approach:			Mathil			ound			ed Mart		Java I est Bo	
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R
** **												
Min. Green: Y+R:					4.0					7		10 4.0
Y+R:		4.0						4.0				
Volume Modul				1			1					
Base Vol:		172	84	23	404	10	147	111	496	105	11	7
Growth Adj:						1.00		1.00		1.00		1.00
Initial Bse:			84		404	10	147	111	496	105	11	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:			84	23	404	10	147	111	496	105	11	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: Reduct Vol:	32	172	84	23	404	10	147	111	496	105	11	7
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	172	84	23	404	10	147	111	496	105	11	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			84	23				111	496	105		7
Saturation F												
Sat/Lane:								1900		1900		
Adjustment:						0.85		0.95		0.95		0.89
Lanes:						1.00		2.00		1.00		0.78
Final Sat.:						1615		3610			2078	1322
Capacity Ana												
Vol/Sat:		0.05	0.05	0.01	0.11	0.01	0.04	0.03	0.31	0.06	0.01	0.01
Crit Moves:		0 15	0 15	0 10		0.46	0 04	0 45			0 25	0.25
Green/Cycle:						0.46		0.47			0.35	0.35
Volume/Cap:			0.30			0.01		0.07			0.02	0.02
Delay/Veh:			36.3			14.4		14.4		43.5		21.5
User DelAdj: AdiDel/Veh:			36.3			1.00		1.00		1.00		1.00
LOS by Move:			36.3 D+	39.0 D+				14.4 B		43.5 D		21.5 C+
HCM2kAvgQ:			D+ 2	D+		В 0	2			3		0
Note: Queue :									10	3	U	U
Note: Queue	rebor.	Leu IS	the n	unber	OT CS	irs ber	rane.	•				

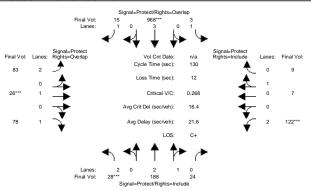
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:13 2016 Page 2- 2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

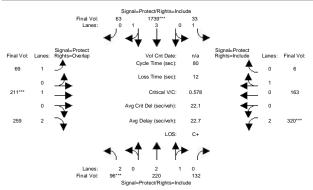


	No	rth Bo	Mathilda Ave ound South Bound - R L - T - R						₩e	est Bo		
Min. Green:	7	10	10	7	10	10	. 7	10	10	' 7	10	10
Y+R:		4.0			4.0			4.0			4.0	
 Volume Module												
volume Module Base Vol:		188	24	2	968	15	83	26	78	122	7	9
Growth Adj:						1.00		1.00	1.00	1.00		1.00
Initial Bse:			24		968	1.00	83		78	122	7	1.0
	28		0		968	12	0.0		78	122	0	:
Added Vol: PasserByVol:			0	0	0	-	0	-	0	0	0	
			-	-	-	-	-	-	-	-	7	
Initial Fut:					968	15	83		78	122	,	
User Adj:						1.00		1.00	1.00	1.00		1.0
PHF Adj:						1.00		1.00	1.00	1.00		1.0
PHF Volume:			24	3		15	83	26	78	122	7	
Reduct Vol:		0	0	0			0		0	0	0	
Reduced Vol:					968	15	83				7	
PCE Adj:		1.00				1.00		1.00			1.00	
MLF Adj:						1.00		1.00				1.0
FinalVolume:					968		83				7	
 Saturation F												
		1900		1000	1000	1900	1900	1000	1900	1000	1900	100
Sat/Lane:												
Adjustment:			0.89		0.91		0.92					0.9
Lanes:		2.66					2.00					0.5
Final Sat.:						1615		1900				97
Capacity Anal												
Vol/Sat:				0 00	0 19	0.01	0 02	0 01	0.05	0 03	0.01	0.0
Crit Moves:		0.01	0.01	0.00	****		0.02	****		****	0.01	0.0
Green/Cycle:		0 42	0 42	0 20			0.08				0 12	0.1
Volume/Cap:							0.08					0.0
Delay/Veh:		23.1						56.7			51.3	
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:				32.7				56.7		52.3		51.
LOS by Move:		23.1 C		32.7 C-	9.6 A		50./ E+		52.7 D-	5∠.3 D-	D-	DΣ.
HCM2kAvqO:			2	0	A 6	A 0		1	D- 3	2	D- 1	D
				U	ь	U			- 3			

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name: Approach:]	Mathil	da Ave	е			M	offett	Park	Dr	
Approach:	No	rth Bo	und	Sot	uth Bo	und	Ea	ast Bo	und	We	st Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	≘:											
Base Vol:											163	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96		132	33	1739	63	69	211	259	320	163	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:						0	-	0	0	0	0	0
Initial Fut:			132							320	163	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			132	33	1739	63	69	211	259	320	163	6
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	220	132	33	1739	63	69	211	259	320	163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:						1.00		1.00				1.00
FinalVolume:												6
Saturation Fl	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.91	0.95	1.00	0.75	0.92	1.00	1.00
Lanes:	2.00	2.00	1.00					1.00	2.00	2.00	0.96	0.04
Final Sat.:						241			2842			67
Capacity Anal	lysis	Modul	e:									
Vol/Sat:							0.04	0.11	0.09	0.09	0.09	0.09
Crit Moves:	****				****			****		***		
Green/Cycle:	0.09	0.30	0.30	0.21	0.43	0.43	0.14	0.18	0.27	0.15	0.20	0.20
Volume/Cap:	0.31	0.22	0.27	0.09	0.61	0.61	0.28	0.61	0.34	0.61	0.46	0.46
Delay/Veh:	34.8	20.8	21.2	25.3	18.0	18.0	31.6	33.2	23.7	33.9	29.3	29.3
User DelAdj:												1.00
AdjDel/Veh:										33.9		29.3
LOS by Move:											C	C
HCM2kAvgQ:							2		3	5	4	4
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

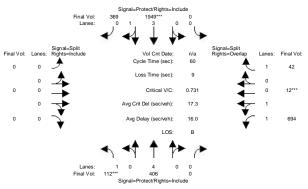
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:25:13 2016
 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

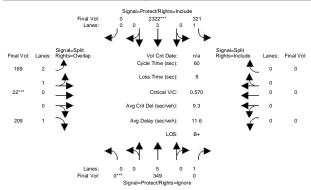


Y+R:	Street Name: Approach: Movement:	No:	rth Bo - T	- R	Sou L	uth Bo - T	- R	L -	ast Bo - T	ound - R	L -	st Bo T	
Volume Module: Base Vol: 112 406 0 0 0 1949 369 0 0 0 694 12 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	0 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0
Base Vol: 112 406 0 0 1949 369 0 0 0 694 12 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					_								
Initial Bse: 112 406 0 0 1949 369 0 0 0 694 12 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 DayserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 112 406 0 0 1949 369 0 0 0 694 12 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					-			-	-	-			42
Initial Fut: 112 406 0 0 1949 369 0 0 0 694 12 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				-	-	-	-			-	-		(
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				-	-	-	-	-	-	-	-		(
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0								-	-	-			42
PHF Volume: 112 406 0 0 1949 369 0 0 0 694 12 Reducet Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													1.00
Reduced Vol: 112 406 0 0 1949 369 0 0 0 694 12 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				-	-			-	-				4:
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								-	-	-			
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0									-	-			
FinalVolume: 112 406 0 0 1949 369 0 0 0 694 12													1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													4:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Adjustment: 0.95 0.91 1.00 1.00 0.89 0.89 1.00 1.00 1.00 0.86 0.86 0. Lanes: 1.00 4.00 0.00 0.00 3.36 0.64 0.00 0.00 0.00 1.97 0.03 1. Final Sat.: 1805 6916 0 0 5675 1075 0 0 0 3216 56 16													
Lanes: 1.00 4.00 0.00 0.00 3.36 0.64 0.00 0.00 0.00 1.97 0.03 1. Final Sat.: 1805 6916 0 0 5675 1075 0 0 0 3216 56 16													
Final Sat.: 1805 6916 0 0 0 5675 1075 0 0 0 3216 56 16													
Capacity Analysis Module: Vol/Sat: 0.06 0.06 0.00 0.00 0.34 0.34 0.00 0.00 0.00 0.22 0.22 0. Crit Moves: **** Green/Cycle: 0.12 0.57 0.00 0.00 0.45 0.45 0.00 0.00 0.00 0.00													1.00
Capacity Analysis Module: Vol/Sat: 0.06 0.06 0.00 0.00 0.34 0.34 0.00 0.00 0.00 0.22 0.22 0. Crit Moves: **** Green/Cycle: 0.12 0.57 0.00 0.00 0.45 0.45 0.00 0.00 0.00 0.28 0.28 0.2 Volume/Cap: 0.53 0.10 0.00 0.00 0.76 0.76 0.00 0.00 0.00 0.76 0.76													161
Vol/Sat: 0.06 0.06 0.00 0.00 0.34 0.34 0.00 0.00 0.02 0.22 0.2 0. Crit Moves: ***** ***** **** ***** <td< td=""><td></td><td></td><td></td><td></td><td> </td><td></td><td></td><td> </td><td></td><td> </td><td> </td><td></td><td></td></td<>													
Crit Moves: **** **** Green/Cycle: 0.12 0.57 0.00 0.00 0.45 0.45 0.00 0.00 0.00 0.00													
Green/Cycle: 0.12 0.57 0.00 0.00 0.45 0.45 0.00 0.00 0.00 0.28 0.28 0. Volume/Cap: 0.53 0.10 0.00 0.00 0.76 0.76 0.00 0.00 0.00 0.76 0.76				0.00	0.00		0.34	0.00	0.00	0.00			0.0
Volume/Cap: 0.53 0.10 0.00 0.00 0.76 0.76 0.00 0.00 0.00 0.76 0.76													
Delay/Veh: 27.6 6.0 0.0 0.0 15.0 15.0 0.0 0.0 0.0 23.5 23.5 15 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
AdjDel/Veh: 27.6 6.0 0.0 0.0 15.0 15.0 0.0 0.0 0.0 23.5 23.5 15 LOS by Move: C A A A B B A A A C C HCM2kAvgQ: 2 1 0 0 10 10 0 0 0 8 8													
LOS by Move: C A A A B B A A A C C HCM2kAvgQ: 2 1 0 0 10 10 0 0 0 8 8													
HCM2kAvgQ: 2 1 0 0 10 10 0 0 8 8													15.
												-	
Note: Queue reported is the number of cars per lane.								-	-	0	8	8	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:			Mathil			_				B Ramps		_
Approach:	No:	rth Bo	und	Soi	uth Bo	ound						und
Movement:						- R			- R	L -		
Min. Green:										10		
Y+R:		4.0			4.0				4.0			
1 T.R.												
Volume Modul			,	1		1	1		,	I		1
Base Vol:	0	349	628	321	2322	0	169	22	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
Initial Bse:	0	349	628	321	2322	0	169	22	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	349	628	321	2322	0	169	22	209	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
PHF Volume:			0	321	2322	0	169	22	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	349	0	321	2322	0	169	22	209	0	0	0
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
FinalVolume:						0				0		0
Saturation F												
Sat/Lane:												
Adjustment:										1.00 1.		1.00
Lanes:						0.00		0.34		0.00 0.		0.00
Final Sat.:			1900			0				. 0		0
Capacity Ana												
Vol/Sat:				0 10	0.45	0 00	0 04	0 04	0 12	0.00 0.	0.0	0 00
Crit Moves:		0.01	0.00	0.10		0.00		****	0.13	0.00 0.	. 00	0.00
Green/Cycle:		0 30	0 00	0 32		0.00			0.23	0.00 0.	0.0	0.00
Volume/Cap:				0.55				0.16		0.00 0.		0.00
Delay/Veh:						0.0				0.00 0.		0.0
User DelAdj:					1.00					1.00 1.		1.00
AdjDel/Veh:						0.0				0.0		0.0
LOS by Move:						Α		B-			Α.	Α
HCM2kAvq0:				5			1	_	4			0
Note: Queue :									-	•	-	
	1.00					F						

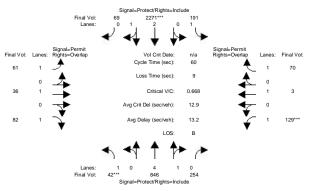
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:13 2016 Page 2- 6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr

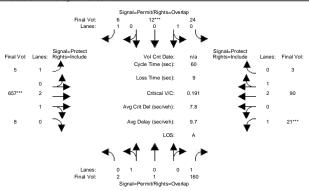


Street Name: Approach:		rth Bo				und	Ea	ast Bo	Ross		est Bo	und
Movement:	L -	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
Base Vol:							61			129		
Growth Adj:								1.00			1.00	
Initial Bse: Added Vol:					2271		61			129	3	70
				0	-		0		0	0	0	0
PasserByVol:				0	-		0			0	0	0
Initial Fut:							61			129	3	70
User Adj:						1.00		1.00			1.00	
PHF Adj:						1.00		1.00		1.00		1.00
PHF Volume:					2271	0,5	61		82	129	3	70
Reduct Vol:							0			0	0	(
Reduced Vol:							61		82			70
PCE Adj:						1.00			1.00		1.00	
MLF Adj:						1.00		1.00			1.00	1.00
FinalVolume:				191			61		82		3	70
Saturation Fl												
			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:					0.91				0.85		1.00	
		4.00					1.00				1.00	
Final Sat.:						152			1615		1900	
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.02	0.13	0.15	0.11	0.45	0.45	0.04	0.02	0.05	0.09	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.40	0.40	0.28	0.57	0.57	0.17	0.17	0.28	0.17	0.17	0.45
Volume/Cap:	0.20	0.32	0.38	0.38	0.80	0.80	0.25	0.11	0.18	0.55	0.01	0.10
Delay/Veh:	24.4	12.3	12.7	17.8	11.9	11.9	22.3	21.4	16.4	25.8	20.9	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:				17.8	11.9	11.9	22.3	21.4	16.4	25.8	20.9	9.6
LOS by Move:	C	В	В	В	B+	B+	C+	C+	В	C	C+	1
HCM2kAvgQ:	1	3	4	3	13	13	1	1	1	3	0	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name: Approach:						ound	Ea	ast Bo	Caribb			ound
Movement:	L ·	- T ·	- R	L ·	- T	- R	L -	- T	- R	L -		
						10				7		
Y+R:		4.0			4.0		4.0					
Volume Module						_	_					
Base Vol:		1		24		6		657		21	90	3
Growth Adj:					1.00	1.00		1.00		1.00		
Initial Bse:			160	24	12	6		657		21	90	3
Added Vol:			0	0	0	0	0	-	0	0	0	0
PasserByVol:			-	0	0	0	0	0	0	-	0	0
Initial Fut:				24	12			657	8		90	3
User Adj:			1.00		1.00	1.00		1.00				1.00
PHF Adj:			1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	2		160	24	12	6	5	657	8	21	90	3
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:		1		24			5				90	3
PCE Adj:					1.00			1.00				
MLF Adj:			1.00		1.00	1.00		1.00		1.00		1.00
FinalVolume:		1		24			. 5			21	90	3
Saturation Fl												
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:					0.84				0.91			0.91
			1.00		0.33	1.00			0.04			0.10
Final Sat.:					535				62			166
Capacity Anal	lysis	Modul	e: '									
Vol/Sat:	0.00	0.00	0.10	0.02	0.02	0.00	0.00	0.13	0.13	0.01	0.02	0.02
Crit Moves:					****			***		***		
Green/Cycle:	0.17	0.17	0.28	0.17	0.17	0.45	0.28	0.57	0.57	0.12	0.40	0.40
Volume/Cap:	0.01	0.01	0.35	0.13	0.13	0.01	0.01	0.23	0.23	0.10	0.04	0.04
Delay/Veh:	20.9	20.9	17.6	21.5	21.5	9.2	15.5	6.5	6.5	23.9	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			17.6	21.5	21.5	9.2	15.5	6.5	6.5	23.9	10.9	10.9
LOS by Move:	C+	C+	В	C+	C+	A	В	A	A	C	B+	B+
HCM2kAvgQ:	0	0	2	1	1	0	0	2	2	0	0	0
Note: Queue 1	report	ted is	the n	umber	of ca	ars per	lane					

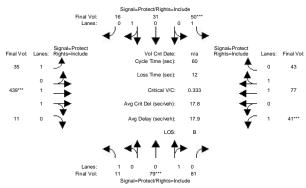
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:13 2016 Page 2- 8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

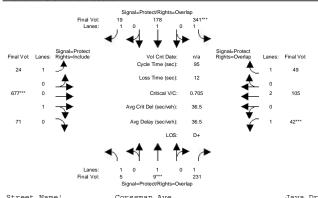


Street Name: Approach:	No	rth Bo	Borreg und	as Ave Soi	e uth Bo	und	Ea	ast Bo	Java ound		est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:			10						10			
Y+R:						4.0			4.0			
 Volume Module												
Base Vol:	11	79	81	50	31	16	35	439	11	41	77	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			81	50	31	16	35	439	11	41	77	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	11	79	81	50	31	16	35	439	11	41	77	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
	11		81	50	31	16	35	439	11	41	77	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:			81	50	31	16	35	439	11	41	77	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	11	79	81	50	31	16	35	439	11	41	77	4
Saturation F				1000	1000	1000	1000	1000	1000	1000	1000	190
Sat/Lane:			1900						1900		1900	
Adjustment: Lanes:		0.92							0.95		1.28	
Lanes. Final Sat.:						614			88		2191	
Capacity Anal				'			1		'	1		
Vol/Sat:				0.03	0.03	0.03	0.02	0.13	0.13	0.02	0.04	0.0
Crit Moves:		***		****				***		***		
Green/Cycle:	0.15	0.24	0.24	0.12	0.21	0.21	0.18	0.33	0.33	0.12	0.26	0.2
Volume/Cap:	0.04	0.38	0.38	0.24	0.12	0.12	0.11	0.38	0.38	0.19	0.13	0.1
Delay/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.
LOS by Move:	C+	B-	B-	C	B-	B-	C+	В	В	C	В	
HCM2kAvgQ:	0	3	3	1	1	1	1	3	3	1	1	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name:			Corssm									
Approach:									ound		est Bo	
Movement:									- R			
Min. Green:												
Y+R:									4.0			
Volume Modul												
Base Vol:								677			105	
Growth Adj:											1.00	1.00
Initial Bse:					178			677	. –		105	49
Added Vol:	0	0	0	0	0	0		0		0		0
PasserByVol:	0	0	0	0	0	0		0			-	0
Initial Fut:	5	9	231	341				677				
User Adj:						1.00					1.00	
PHF Adj:					1.00				1.00			1.00
PHF Volume:	5	9	231	341	178	19	24	677	71	42	105	49
Reduct Vol:							0		0			0
Reduced Vol:	5	9	231	341	178	19	24	677	71	42	105	49
PCE Adj:								1.00		1.00		
MLF Adj:										1.00		
FinalVolume:												
Saturation F												
Sat/Lane:										1900		
Adjustment:												
Lanes:												
Final Sat.:									178			1615
Capacity Ana												
Vol/Sat:						0.01	0.01		0.40		0.03	0.03
CIIC MOVED				****				***		***		
Green/Cycle:								0.47		0.07		
Volume/Cap:								0.85		0.32		
Delay/Veh:						16.3		29.7		43.1		
User DelAdj:								1.00			1.00	
AdjDel/Veh:												
LOS by Move:	D+	D+	D-	D	D+	В	C	C				
HCM2kAvgQ:	0	0	9	12	5	0	1	20		1		
Note: Queue :	repor	ted is	the n	umber	of ca	rs per	lane					

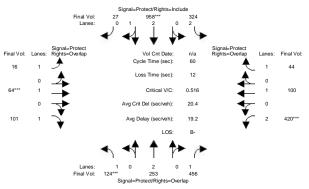
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:25:13 2016
 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr

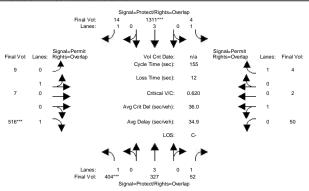


Street Name: Approach: Movement:	No	rth Bo	und	Soi	uth Bo	und – R			Tasma ound - R	W∈	est Bo	
			10							7		
Y+R:		4.0			4.0			4.0			4.0	
 Volume Module												
		253	456	324	958	27	16	64	101	420	100	4
Growth Adj:					1.00			1.00				
Initial Bse:			456	324	958	27	16	64	101	420	100	4
	0		0	0	0	0	0	0	0	0	0	-
PasserByVol:			0	0	0	0	0	0	0	0	0	
Initial Fut:			-	324	958	27	16	64	-	420	100	4
		1.00			1.00			1.00		1.00		_
		1.00			1.00	1.00		1.00		1.00		1.0
PHF Volume:			456	324	958	27	16	64	101	420	100	4
Reduct Vol:			0	0		0	0	0	0	0	0	•
Reduced Vol:				324	958	27	16		-	420	100	4
		1.00				1.00		1.00				
MLF Adj:						1.00		1.00				1.0
FinalVolume:				324	958	27	16	64	101	420	100	4
Saturation F												
Sat/Lane:			1900				1900				1900	
Adjustment:					0.91		0.95			0.92		
		2.00				0.08		1.00		2.00		1.0
Final Sat.:						142			1615	3502		161
 Capacity Anal												
Vol/Sat:				0 00	0.19	0.19	0 01	0.03	0.06	0.12	0 05	0.0
Crit Moves:			0.20	0.05	****		0.01	****		****	0.05	0.0
Green/Cycle:			0.45	0 10	0 32	0.32	0 15	0.17	0.28	0 20	0.22	0.3
Volume/Cap:					0.60			0.20				
		18.1				17.9		21.9				
User DelAdj:						1.00		1.00		1.00		
AdjDel/Veh:					17.9	17.9		21.9		23.3		11.
LOS by Move:			14.1	23.1 C	17.9	17.9	C+	C+	10.7	23.3 C	B-	ь.
HCM2kAvqO:		2	7	3		6	0	-	2	4	_	ь
Note: Queue 1						-	-	_	2		1	

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name: Approach:						ound			offett		or est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- Т	
		10				10				10		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Volume Modul								_				
Base Vol:					1311			. 7			2	
Growth Adj:					1.00			1.00			1.00	
Initial Bse:			52		1311		_	7	516	50	2	4
Added Vol:			0	_	0	0	0		0	0	0	0
PasserByVol:			0	_	0	-		0	-	0	0	0
Initial Fut:				4				7			2	4
User Adj:			1.00		1.00			1.00			1.00	1.00
PHF Adj:			1.00		1.00			1.00		1.00		1.00
PHF Volume:			52		1311		9	7	516	50	2	4
Reduct Vol:			0	_	0	0	0		0	0	0	0
Reduced Vol:					1311		9				2	
PCE Adj:						1.00		1.00			1.00	
MLF Adj:			1.00		1.00			1.00				1.00
FinalVolume:							9			50		4
Saturation F												
Sat/Lane:									1900		1900	
Adjustment:				0.95				0.91		0.76		0.85
Lanes:			1.00		3.00					0.96		1.00
Final Sat.:					5187					1387		1615
Capacity Ana												
Vol/Sat:		0.06	0.03	0.00		0.01	0.01	0.01		0.04	0.04	0.00
Crit Moves:					****				****			
Green/Cycle:				0.32				0.15				0.47
Volume/Cap:					0.62			0.06	0.62	0.23		0.01
Delay/Veh:					37.0			56.0			58.1	21.8
User DelAdj:					1.00			1.00		1.00		1.00
AdjDel/Veh:					37.0	27.5	56.0	56.0	28.2	58.1	58.1	21.8
LOS by Move:				D+		-			C			C+
HCM2kAvgQ:				0		0	1		17	2	2	0
Note: Queue	repor	ted is	the n	umber	of ca	ars per	lane					

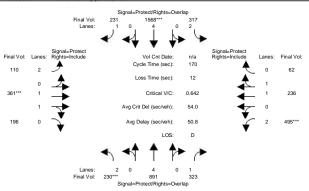
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:13 2016 Page 2-12

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

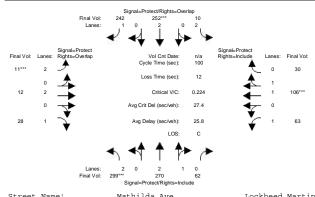


Street Name: Approach:	No	L rth Bo	awrence und	e Expy	Y uth Bo	und	Ea	ast Bo	Tasma ound	n Dr We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- Т	- R	L -	- T	- R
Min. Green:	. 7	10	10	7	10	10	. 7	10	10	7	10	1
Y+R:									4.0			
Volume Module												
Base Vol:	230	891	323	317	1568	231	110	361	196	495	236	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	230	891	323	317	1568	231	110	361	196	495	236	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	230	891	323	317	1568	231	110	361	196	495	236	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	230	891	323	317	1568	231	110	361	196	495	236	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	230	891	323	317	1568	231	110	361	196	495	236	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	230	891	323	317	1568	231	110	361	196	495	236	6
 Saturation F												
Saturation F. Sat/Lane:				1000	1000	1900	1900	1000	1900	1000	1900	190
Adjustment:							0.92				0.92	
Lanes:									0.70		1.58	
Final Sat.:									1203		2770	72
Capacity Anal				'		'				'		
Vol/Sat:	0.07	0.13	0.20	0.09	0.23	0.14	0.03	0.16	0.16	0.14	0.09	0.0
Crit Moves:	****				****			****		***		
Green/Cycle:	0.10	0.27	0.49	0.19	0.35	0.51	0.15	0.25	0.25	0.22	0.32	0.3
Volume/Cap:	0.64	0.48	0.41	0.48	0.64	0.28	0.20	0.64	0.64	0.64	0.27	0.2
Delay/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:					46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.
LOS by Move: HCM2kAvgQ:	E-	D-	C	E	D	C	E	E+	E+	E	D	
HCM2kAvgQ:	7	11	10	8	19	7	2	13	13	13	6	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



									_			
Street Name: Approach:		1	Mathil	da Ave	2		Lo	ckhee	d Mart	in - 3	Tava D	r
Approach:	No	rth Bo	und	Sot	ıth Bo	und	Ea	st Bo	und	We		
Movement:											- T	
Min. Green:												
Y+R:						4.0						
Volume Module												
Base Vol:			62		252		11	12		63	106	30
Growth Adj:			1.00			1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	299		62	10	252	242	11	12	28	63	106	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	270	62	10	252	242	11	12	28	63	106	30
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	270	62	10	252	242	11	12	28	63	106	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	270	62	10	252	242	11	12	28	63	106	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	270	62	10	252	242	11	12	28	63	106	30
Saturation Fl	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:					3610	1615	3502	3610	1615	1805	2721	770
Capacity Anal	lysis	Module	e: .									
Vol/Sat:	0.09	0.07	0.07	0.00	0.07	0.15	0.00	0.00	0.02	0.03	0.04	0.04
Crit Moves:	***				****		***				****	
Green/Cycle:				0.27	0.29	0.36	0.07	0.14	0.49	0.10	0.16	0.16
Volume/Cap:	0.24	0.17	0.17	0.01	0.24	0.41	0.04	0.02	0.04	0.36	0.24	0.24
Delay/Veh:	22.8	20.6	20.6	27.0	27.1	24.5	43.5	37.4	13.1	43.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			20.6	27.0	27.1	24.5		37.4		43.7	36.7	36.7
LOS by Move:			C+	C	C	C	D	D+	В	D	D+	D+
HCM2kAvgQ:	3	2	2	0	3	6	0					2
Note: Queue r	report	ted is	the n	umber	of ca	rs per	lane.					

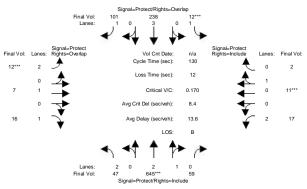
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:25:42 2016
 Page 2-2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

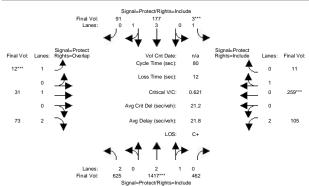


	No	rth Bo		Soi	uth Bo	und				We	est Bo	
Movement:									- R			
 Min. Green:			10						10	7		
Y+R:		4.0			4.0			4.0			4.0	
Volume Module	:											
Base Vol:	47	645	59	12	238	101	12	7	16	17	11	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			59	12	238	101	12	7	16	17	11	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	645	59	12	238	101	12	7	16	17	11	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			59	12	238	101	12	7	16	17	11	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	645	59	12	238	101	12	7	16	17	11	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:					1.00	1.00		1.00	1.00		1.00	1.0
FinalVolume:					238		12	7		17		
Saturation Fl												
Sat/Lane:			1900			1900		1900			1900	
Adjustment:					0.91		0.92				0.98	
		2.75				1.00		1.00		2.00		0.1
Final Sat.:						1615			1615		1571	28
Capacity Anal												
Vol/Sat:				0.01	0.05	0.06	0.00	0.00	0.01	0.00	0.01	0.0
Crit Moves:		****										
Green/Cycle:						0.51		0.08			0.08	
Volume/Cap:					0.10			0.05			0.09	
		5.8			20.1			55.7			56.1	
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:					20.1	16.7		55.7	23.9		56.1	56.
LOS by Move: HCM2kAvqO:	C 1		A 3	E+ 0	C+ 2	B 2	E+ 0	E+ 0	C 0	E+ 0	E+ 1	E

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



			- 0									
Street Name: Approach:		1	Mathil	da Ave	е			M	offett	Park	Dr	
Approach:	No:	rth Bo	und	Sot	uth Bo	und	Ea	ast Bo	ound	We	est Bo	ound
Min. Green:												
Y+R:												
Volume Module												
Base Vol:	625	1417	462	3	177	91	12	31	73	105	259	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	625	1417	462	3	177	91	12	31	73	105	259	11
Added Vol:	0	0		0		0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	1417	462	3	177	91	12	31	73	105	259	11
User Adj: PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:				3		91	12	31	73	105	259	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:						91			73		259	
PCE Adj:	1.00	1.00										
MLF Adj:	1.00	1.00				1.00						1.00
FinalVolume:						91						11
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.75	0.92	0.99	0.99
Lanes:	2.00	2.26	0.74	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:												
Capacity Ana												
Vol/Sat:						0.06		0.02	0.03	0.03		0.14
Crit Moves:		****		****			***				****	
Green/Cycle:	0.34	0.49	0.49	0.09	0.24	0.24	0.09	0.16	0.50	0.11	0.19	0.19
Volume/Cap:	0.53	0.77	0.77	0.02	0.15	0.23	0.08	0.10	0.05	0.27	0.77	0.77
Delay/Veh:					24.2				10.3			
User DelAdj:						1.00			1.00			
AdjDel/Veh:						24.7			10.3		40.9	
LOS by Move:												D
HCM2kAvgQ:				0		2			1	1	8	8
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.					

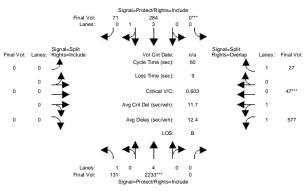
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:42 2016 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps

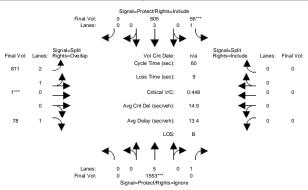


Street Name: Approach:		rth Bo	Mathil			ound	Fs		R 237 W		os est Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
							10			10		
Y+R:		4.0			4.0			4.0			4.0	
Volume Module	e:											
Base Vol:					284		0	0		577		
Growth Adj:						1.00		1.00	1.00		1.00	
Initial Bse:	131	2233	0	0	284	71	0	0	0	577	47	27
	0		0	_	0	0	0	0	0	0	0	0
PasserByVol:			0	0	-	0	0	0	0	0	0	0
Initial Fut:				0			0	0	0	577	47	27
User Adj:						1.00		1.00			1.00	1.00
			1.00			1.00		1.00	1.00	1.00		1.00
PHF Volume:			0	0	284	71	0	0	0	577	47	27
Reduct Vol:				0		0	0	0	0	0	0	0
Reduced Vol:	131	2233	0	0	284	71	0	0	0	577	47	27
			1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				0			0				47	27
Saturation F				1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:			1900				1900				1900	
Adjustment:					0.88			1.00			0.87	
			0.00			0.80		0.00		1.85		1.00
Final Sat.:									0	3046		1615
Capacity Anal												
Vol/Sat:				0 00	0 05	0.05	0 00	0 00	0 00	0 10	0.19	0.02
Crit Moves:				****	0.05	0.05	0.00	0.00	0.00	0.19	****	0.02
Green/Cycle:					0 22	0.32	0 00	0.00	0.00	0 21	0.31	0.31
Volume/Cap:						0.32		0.00			0.60	
Delay/Veh:							0.00				18.4	
User DelAdj:							1.00				1.00	
AdiDel/Veh:				0.0			0.0		0.0		18.4	14.4
LOS by Move:			0.0 A	0.0 A		14.9 B	0.0 A			18.4 B-	18.4 B-	14.4 B
HCM2kAvq0:			A 0	A 0	_	В 1	Α 0		A 0	B-	_	0
Note: Queue 1			-		_	_			U	ь	0	U
More. Quede 1	repor	Leu IS	the fi	unber	OT CS	rrs ber	rane.					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



Street Name:			Mathil	d Ave				SF	237 E	B Ramp	s	
Approach:	No:	rth Bo	und	Soi	uth Bo	ouna	Le	ast Bo	ouna	we	St BC	und
Movement:	ь	– T	- R	ь.	- T	- R	ь.	- T	- R	ь -		- R
Min. Green:												
Y+R:												
Volume Module			'	'			'		,	'		
Base Vol:	0	1553	778	56	805	0	811	1	78	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1553	778	56	805	0	811	1	78	0	0	0
Added Vol:	0	0	0	0	0		0	0	0	0	0	0
PasserByVol:	0	0	0	0	0		0		0		0	0
Initial Fut:	0	1553	778	56	805	0	811	1	78	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1553	0	56	805		811	1	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1553	0	56	805	0	811	1	78	0	0	0
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:												0
Saturation F												
Sat/Lane:										1900		
Adjustment:				0.95					0.85			
Lanes:				1.00				0.01		0.00		0.00
Final Sat.:	. 0	8645	1900			0				. 0		0
Capacity Ana												
Vol/Sat:									0.05	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:						0.00		0.36				0.00
Volume/Cap:				0.27		0.00			0.14			0.00
Delay/Veh:				24.8				15.2		0.0		0.0
User DelAdj:				1.00						1.00		1.00
AdjDel/Veh:				24.8						0.0		0.0
LOS by Move:												
HCM2kAvgQ:									1	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	ars per	lane					

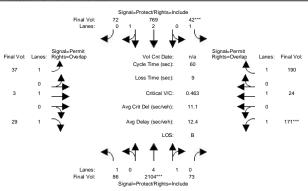
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:25:42 2016
 Page 2-6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr



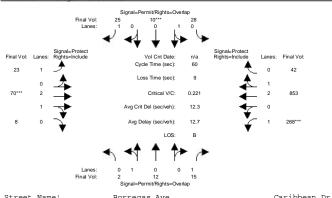
Street Name: Approach:	No	rth Bo	Mathil und	da Ave Soi	e uth Bo	und	Ea	ast Bo	Ross ound		est Bo	ound
Movement:												
									10			
Y+R:						4.0		4.0		4.0		
 Volume Module												
Base Vol:	86	2104	73	42	769	72	37	3	29	171	24	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:				42	769	72	37	3	29	171	24	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	86	2104	73	42	769	72	37	3	29	171	24	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:				42	769	72	37	3	29	171	24	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	86	2104	73	42	769	72	37	3	29	171	24	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:							37					
 Saturation Fl												
			1900	1000	1000	1900	1000	1000	1000	1900	1000	190
Adjustment:									0.85		1.00	
		4.83							1.00		1.00	
Final Sat.:									1615		1900	
Capacity Anal				1					'	1		
Vol/Sat:				0.02	0.16	0.16	0.03	0.00	0.02	0.12	0.01	0.1
Crit Moves:		****		****						***		
Green/Cycle:				0.12	0.36	0.36	0.23	0.23	0.49	0.23	0.23	0.3
Volume/Cap:	0.19	0.51	0.51	0.20	0.45	0.45	0.11	0.01	0.04	0.51	0.05	0.3
Delay/Veh:	17.7	10.1	10.1	24.4	14.7	14.7	18.3	17.7	8.1	21.3	18.0	14.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	17.7	10.1	10.1	24.4	14.7	14.7	18.3	17.7	8.1	21.3	18.0	14.
LOS by Move:	В	B+	B+	C	В	В	B-	В	A	C+	В	
HCM2kAvgQ:	1	6	6	1	4	4	1	0	0	3	0	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane.					

COMPARE Tue Nov 22 13:25:42 2016 Page 2- 7

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name: Approach:	No	nth Po	Borreg	as Ave	e ith Do	und	r-	at Da	Caribb	ean Dr	- Do	und
Movement:	L	- T	- R	L -	лен Вс - Т	- R	L -	. Б. - Т	- R	L -	Т	
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:										4.0		
Volume Module												
Base Vol:			15	24	10	25	23	70	8	268	353	38
Growth Adj:					1.00					1.00 1		1.00
Initial Bse:			15	24		25	23				353	38
Added Vol:						0		0			0	4
PasserBvVol:	0	0	0	0	0	Λ.	0	0	0		0	-
PasserByVol: Initial Fut:	2	12	15	4 0 28	10	25		70	8	268		
User Adi:			1 00	1 00	1.00				1.00			1.00
PHF Adj:					1.00				1.00			1.00
PHF Volume:			1.00	28	1.00	25	23		8		353	42
Reduct Vol:				0			0		-		0	0
Reduced Vol:						25					353	42
PCE Adj:					1.00					1.00 1		
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00				1.00 1		1.00
FinalVolume:			1.00			25				268		42
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment:												
Lanes:												
Final Sat.:												
Capacity Ana				1		'			'	1		
Vol/Sat:				0.02	0.02	0.02	0.01	0.02	0.02	0.15 0	.17	0.17
Crit Moves:					****			****		***		
Green/Cvcle:	0.17	0.17	0.68	0.17	0.17	0.44	0.27	0.17	0.17	0.52 0	. 41	0.41
Volume/Cap:						0.04			0.09			
Delay/Veh:						9.5		21.2		8.4 12		
User DelAdj:						1.00		1.00				1.00
AdjDel/Veh:						9.5				8.4 12		12.8
LOS by Move:												
HCM2kAvq0:		0.		1	1			1	1	3		
							()					5

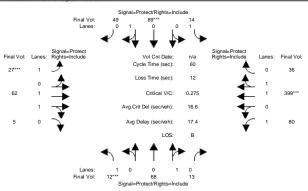
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:25:42 2016
 Page 2-8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

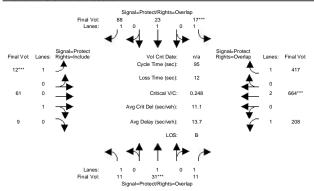


Street Name:			Borreg	as Ave	9				Java	Dr		
Approach:	No:	rth Bo	und	Sot	ıth Bo	und	Ea	ast Bo	ound	₩e	est Bo	ound
Movement:				L -	- T	- R	L -	- T	- R	L ·	- T	
Min. Green:										7		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
Volume Module									_			
Base Vol:						49				80		
Growth Adj:												
Initial Bse:	12	68	13	14			27					3
Added Vol: PasserByVol: Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0			0	0	0	0	
						49			5			
User Adj:							1.00			1.00		
PHF Adj:						1.00		1.00			1.00	
PHF Volume:	12	68	13	14			27			80		3
Reduct Vol: Reduced Vol:	0	0	0	0	0	0 49	0	0	0	0	0	
Reduced Vol:	12	68	13	14	89	49	27	62	5	80	399	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	12	68	13	14	89	49	27	62	5	80	399	3
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Adjustment:	0.95	0.98	0.98	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.94	0.9
Lanes:	1.00	0.84	0.16	1.00	0.64	0.36	1.00	1.85	0.15	1.00	1.83	0.1
Final Sat.:	1805	1557	298	1805	1160	639	1805	3304	266	1805	3272	29
Capacity Anal	İysis	Modul	e: '			'			,			
Vol/Sat:	0.01	0.04	0.04	0.01	0.08	0.08	0.01	0.02	0.02	0.04	0.12	0.1
Crit Moves:	***				****		***				****	
Green/Cycle:	0.12	0.20	0.20	0.14	0.22	0.22	0.12	0.27	0.27	0.19	0.35	0.3
Volume/Cap:	0.06	0.22	0.22	0.06	0.35	0.35	0.13	0.07	0.07	0.23	0.35	0.3
Delay/Veh:											14.7	
User DelAdj:											1.00	1.0
AdjDel/Veh:											14.7	
LOS by Move:												
HCM2kAvq0:												
Note: Queue 1									Ü	-		

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	wth Do	Corssm	an Ave	e i+b Do	nd	Foot	Java	a Dr	
Movement:	T.	_ T	una - P	T	acii bo - T	_ P	T. =	. вошна т = Р	T. = T	= P
Min. Green:										
Y+R:										
Volume Module			'	'		'	'			'
Base Vol:	11	31	11	17	23	88	12	61 9	208 664	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
Initial Bse:	11	31	11	17	23	88	12	61 9		417
Added Vol:	0	0	0	0	0	0	0	0 0	0 0	0
PasserByVol:	0	0	0	0 17	0	()	Ω	0 0	0 0	0
PasserByVol: Initial Fut:	11	31	11	17	23	88	12	61 9	208 664	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
PHF Volume:	11	31	11	17	23	88	12	61 9	208 664	417
Reduct Vol:	0	0	0	0	0	0	0	0 0	0 0	0
Reduced Vol:	11	31	11	17	23	88	12	61 9	208 664	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00	1.00 1.00	1.00
FinalVolume:	11	31	11	17	23	88	12	61 9	208 664	417
Saturation F										
Sat/Lane:	1900	1900								
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95 0.	98 0.98	0.95 0.95	0.85
Lanes:									1.00 2.00	1.00
Final Sat.:										
Capacity Ana	lysis	Modul								
Vol/Sat:						0.05		04 0.04	0.12 0.18	0.26
Crit Moves:				****			***		****	
Green/Cycle:										
Volume/Cap:						0.30				0.37
Delay/Veh:						34.5				6.2
User DelAdj:					1.00					1.00
AdjDel/Veh:							41.3 22			
LOS by Move:	D	D	В	D	D+	C-	D	C+ C+	C+ A	
HCM2kAvgQ:								1 1	4 5	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane.			

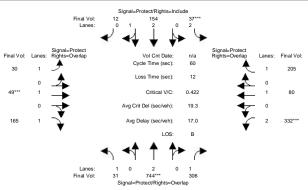
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:42 2016 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr

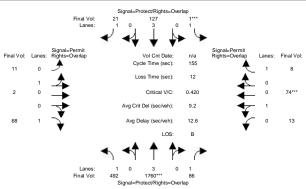


Street Name: Approach:	No	F rth Do	air Oa	ks Ave	e ith Bo	und	Ε.	act Do	Tasma	n Dr	act Do	und
Movement:	L ·	- T	- R	L .	- T	- R	L ·	. Б. - Т	- R	L ·	- Т	– R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	1
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
 Volume Module												
Base Vol:		744	306	37	154	12	30	49	165	332	80	20
Growth Adj:						1.00		1.00	1.00		1.00	1.0
Initial Bse:				37	154	12	3.0	49	165	332		20
Added Vol:	0	0	0	0	0		0	0	0	0	0	
PasserByVol:			0	0	0	0	0	0	0	Ō	0	
Initial Fut:			306	37	154	12	30	49	165	332	80	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	31	744	306	37	154	12	30	49	165	332	80	20
Reduct Vol:	0	0	0	0	0		0	0	0	0	0	
Reduced Vol:	31	744	306		154		30			332	80	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	31	744	306	37	154	12			165	332	80	20
Saturation Fi				1000	1000	1000	1000	1000	1000	1000	1000	100
Sat/Lane:						1900					1900	
Adjustment:							0.95				1.00	
Lanes: Final Sat.:							1.00				1.00	1.0
Final Sat.:						371			1615		1900	
Capacity Anal							1			1		
Vol/Sat:	0.02	0.21	0.19	0.01	0.03	0.03	0.02	0.03	0.10	0.09	0.04	0.1
Crit Moves:		***		****				****		***		
Green/Cycle:	0.19	0.35	0.52	0.12	0.28	0.28	0.14	0.17	0.36	0.16	0.19	0.3
Volume/Cap:	0.09	0.58	0.37	0.09	0.12	0.12	0.12	0.15	0.28	0.58	0.22	0.4
Delay/Veh:	20.0	16.5	8.9	23.8	16.3	16.3	23.0	21.6	13.9	24.8	20.7	16.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	20.0	16.5	8.9	23.8	16.3	16.3	23.0	21.6	13.9	24.8	20.7	16.
LOS by Move:	B-	В	A	C	В	В	C	C+	В	C	C+	
HCM2kAvgQ:					1	1		1	2	3	1	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



Street Name: Approach:			Carrib	ean Di	r .			Мо	ffett	Park I	Or	
Approach:	No:	rth Bo	und	Soi	uth Bo	und	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R	L -	- T	- R	L ·	- T	- R	ь.	- T	- R
Min. Green:												
Y+R:												
Volume Modul												
Base Vol:					123	21	11		68			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1756	86		123	21	11		68	13	74	8
Added Vol:			0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0		0	0		0	0
Initial Fut:					127	21		2	68	13	74	8
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1760	86	1	127	21	11	2	68	13	74	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1760	86	1	127	21	11	2	68	13	74	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	1760	86	1	127	21	11	2	68	13	74	8
Saturation F				'		'			,	'		
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.95		0.85		0.80	0.85	0.96	0.96	0.85
Lanes:						1.00				0.15		
Final Sat.:												
Capacity Ana				1		,	1		,	1		
Vol/Sat:				0.00	0.02	0.01	0.01	0.01	0.04	0.05	0.05	0.00
Crit Moves:				****						05	****	00
Green/Cycle:				0.05	0 16	0.16	0 11	0 11	0.77	0 11	0 11	0.15
Volume/Cap:						0.08			0.05		0.44	
Delay/Veh:						56.1			4.4		66.3	
User DelAdj:				1.00		1.00			1.00		1.00	
AdjDel/Veh:						56.1			4.4		66.3	
LOS by Move:						E+						22.5 E+
HCM2kAvq0:	11	10	A 1	0	2	1	1	1	1	Δ.	E	
Note: Queue									1	4	4	·
Note: Queue	T-FDOT	rea 18	crie II	umber	Or Ca	re ber	Talle					

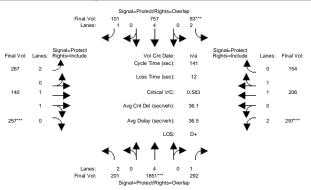
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:25:42 2016 Page 2-12

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr

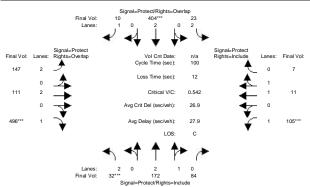


Street Name: Approach:	No	rth Bo	und	Soi	ith Bo					We	est Bo	
Movement:												
			10						10			
Y+R:		4.0			4.0			4.0				
Volume Module	e:											
Base Vol:	201	1851	292	82	757	101	267	140	257	297	206	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1851	292	82	757	101	267	140	257	297	206	153
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	201	1851	292	83	757	101	267	140	257	297	206	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			292	83	757	101	267	140	257	297	206	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	201	1851	292	83	757	101	267	140	257	297	206	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:					757	101		140		297		15
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.86	0.86	0.92	0.89	0.8
Lanes:		4.00				1.00		1.00			1.14	0.8
Final Sat.:						1615		1630			1934	144
Capacity Anal												
Vol/Sat:					0.11	0.06	0.08	0.09			0.11	0.1
Crit Moves:				****					***			
Green/Cycle:							0.17				0.24	0.2
Volume/Cap:						0.12		0.32			0.44	0.4
Delay/Veh:		29.0				18.7		41.5			46.0	46.
User DelAdj:						1.00		1.00			1.00	
AdjDel/Veh:		29.0			35.6	18.7		41.5	46.3		46.0	46.
LOS by Move:		C	В	E	D+	B-	D-	D	D	E+	D	
HCM2kAvgQ:			6	2		2	5		10	7	7	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

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



Street Name: Approach: Movement:	No:	- T	und – R	Son L	uth Bo - T	ound - R	Ea L -	ast Bo - T	ound – R	We L -	est Bo - T	und - R
Min. Green: Y+R:		10		7		10	7		10	7 4.0	10	10
Volume Modul												
Base Vol:	32		84	23			147	111	496	105	11	7
Growth Adj:			1.00		1.00		1.00		1.00	1.00		1.00
Initial Bse:			84	23	404	10	147	111	496	105	11	7
Added Vol:			0	0	0	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:			84	23	404	10	147	111	496	105	11	7
	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:			1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:			84	23	404	10	147	111	496	105	11	7
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			84	23			147	111	496	105	11	7
PCE Adj:		1.00	1.00		1.00		1.00		1.00	1.00	1.00	1.00
MLF Adj:			1.00		1.00		1.00		1.00	1.00		1.00
FinalVolume:		172	84		404		147	111	496	105	11	7
Saturation F												
Sat/Lane:		1900				1900		1900		1900		1900
Adjustment:					0.95			0.95		0.95		0.89
	2.00		0.98		2.00		2.00		1.00	1.00		0.78
Final Sat.:			1619		3610			3610	1615	1805		1322
Capacity Ana												
Vol/Sat:		0.05	0.05	0.01	0.11	0.01	0.04	0.03		0.06	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:			0.17		0.22		0.24		0.54	0.12		0.35
Volume/Cap:			0.30		0.50		0.17		0.57	0.50		0.02
Delay/Veh:			36.3		34.5			14.4	16.0	43.5		21.5
User DelAdj:			1.00			1.00		1.00		1.00		1.00
AdjDel/Veh:			36.3		34.5			14.4		43.5		21.5
LOS by Move:			D+	D+	C-	В	C		B	D	C+	C+
HCM2kAvgQ:	0		2	, 0	6	0	2		10	3	0	0
Note: Queue	repor	ted is	the n	umber	of ca	ars per	lane.					

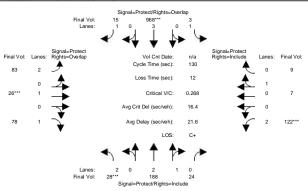
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:26:16 2016 Page 2- 2

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #2: Mathilda Ave / 5th Ave

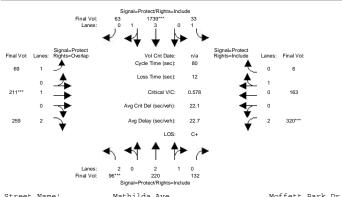


Street Name: Approach:		rth Bo				ound	E	ast Ro	5th		est Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- Т	- R
Min. Green:									10	7		
Y+R:		4.0			4.0			4.0				
Volume Module			'			'			'			
Base Vol:	28	188	24	3	968	15	83	26	78	122	7	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	188	24	3	968	15	83	26	78	122	7	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	(
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	(
Initial Fut:	28	188	24	3	968	15	83	26	78	122	7	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	188	24	3	968	15	83	26	78	122	7	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	28	188	24	3	968	15	83	26	78	122	7	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:					968		83			122		9
Saturation F	low Mo	odule:										
Sat/Lane:		1900				1900					1900	1900
Adjustment:					0.91		0.92				0.92	0.9
			0.34				2.00				0.44	0.5
Final Sat.:						1615		1900			761	979
Capacity Ana												
Vol/Sat:		0.04	0.04	0.00			0.02				0.01	0.0
Crit Moves:								****		****		
Green/Cycle:							0.08				0.12	0.1
Volume/Cap:							0.29				0.08	0.0
Delay/Veh:							56.7				51.3	
User DelAdj:							1.00				1.00	
AdjDel/Veh:						4.6		56.7			51.3	51.
LOS by Move:			C	C-		A	E+		_	D-	D-	D
HCM2kAvgQ:			2	0		0			3	2	1	
Note: Queue :	report	ted is	the n	umber	of ca	ırs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #3: Mathilda Ave / Moffett Park Dr



Street Name: Approach:	No	rth Bo	Mathil	da Ave	e ith Bo	und	F	Not Bo	Moffett	Park	Dr	und
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:												
Y+R:												
Volume Module												
Base Vol:		220	132	3.3	1739	63	69	211	259	320	163	6
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	220	132	33	1739	63	69	211	259	320	163	6
Added Vol:	0	0		0	0	0	0	0	0	0	0	0
					0	0	0	0	0	0	0	0
PasserByVol: Initial Fut:	96	220	132	33	1739	63	69	211	259	320	163	6
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	220	132	33	1739	63	69	211	259	320	163	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	220	132	33	1739	63	69	211	259	320	163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	220	132	33	1739	63	69	211	259	320	163	6
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.95	0.91	0.91	0.95	1.00	0.75	0.92	1.00	1.00
Lanes:						0.14		1.00	2.00	2.00	0.96	0.04
Final Sat.:									2842			
Capacity Ana												
Vol/Sat:			0.08	0.02			0.04			0.09	0.09	0.09
Crit Moves:					***			***		***		
Green/Cycle:					0.43				0.27			
Volume/Cap:					0.61				0.34		0.46	
Delay/Veh:					18.0			33.2			29.3	
User DelAdj:					1.00			1.00			1.00	1.00
AdjDel/Veh:					18.0			33.2			29.3	
LOS by Move:							C	C-	C	C-	C	
HCM2kAvgQ:									3	5	4	4
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane.					

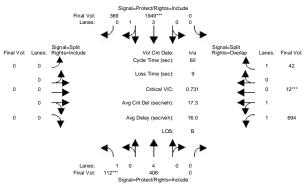
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

 COMPARE
 Tue Nov 22 13:26:16 2016
 Page 2- 4

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #4: Mathilda Ave / SR 237 WB Ramps



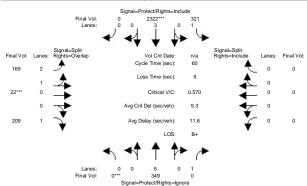
Street Name: Approach:	No	rth Bo	Mathil und	da Ave	e ith Bo	und	Ea	SF ast Bo	2 237 W	B Ramp	ps est Ro	nınd
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
 Min. Green:						10						
Y+R:						4.0			4.0			
 Volume Module												
Base Vol:	112	406	0	0	1949	369	0	0	0	694	12	4:
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	112	406	0	0	1949	369	0	0	0	694	12	4
Added Vol:	0	0	0	0	0		0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	112	406	0	0	1949	369	0	0	0	694	12	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			0	0	1949	369	0	0	0	694	12	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	112	406	0	0	1949	369	0	0	0	694	12	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	112	406	0	0					0			
 Saturation Fl												
				1000	1000	1900	1000	1000	1000	1000	1000	190
Adjustment:							1.00					
						0.89					0.86	
Lanes. Final Sat.:												
Capacity Anal				1					'	1		
Vol/Sat:				0.00	0.34	0.34	0.00	0.00	0.00	0.22	0.22	0.0
Crit Moves:					****						****	
Green/Cvcle:					0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.2
Volume/Cap:						0.76		0.00			0.76	
Delay/Veh:						15.0	0.0		0.0		23.5	
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:				0.0	15.0	15.0	0.0	0.0	0.0	23.5	23.5	15.
LOS by Move:	C	A					A				C	
HCM2kAvq0:	2	1	0		10	10	0	0	0	8		
Note: Queue 1										Ü	-	

COMPARE Tue Nov 22 13:26:16 2016 Page 2- 5

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #5: Mathilda Ave / SR 237 EB Ramps



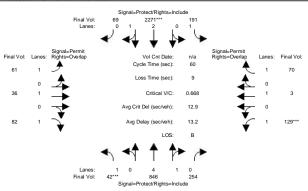
Street Name: Approach: North	Mathild Ave		SF	237 EB	Ramps	
Approach: North	Bound So	outh Bound	East Bo	ound_	West Bo	
Movement: L - 5						
Min. Green: 7						
	0 4.0 4.0					
Volume Module:						
Base Vol: 0 34	19 628 321	2322 0	169 22	209	0 0	0
Growth Adj: 1.00 1.0	0 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
Initial Bse: 0 34	19 628 321	2322 0	169 22	209	0 0	0
Added Vol: 0	0 0 0	0 0	0 0	0	0 0	0
PasserByVol: 0	0 0 0			0	0 0	0
PasserByVol: 0 Initial Fut: 0 34	19 628 321	2322 0	169 22	209	0 0	0
User Adj: 1.00 1.0		1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
PHF Adj: 1.00 1.0	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
PHF Volume: 0 34	19 0 321	2322 0	169 22	209	0 0	0
Reduct Vol: 0	0 0 0	0 0	0 0	0	0 0	0
Reduced Vol: 0 34	9 0 321	2322 0	169 22	209	0 0	0
PCE Adj: 1.00 1.0	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
MLF Adj: 1.00 1.0	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
FinalVolume: 0 34	9 0 321	2322 0	169 22	209	0 0	0
				-		
Saturation Flow Modul	.e:					
Sat/Lane: 1900 190	0 1900 1900	1900 1900	1900 1900	1900 1	900 1900	1900
Adjustment: 1.00 0.9	1.00 0.95	0.91 1.00	0.91 0.94	0.85 1	.00 1.00	1.00
Lanes: 0.00 5.0	00 1.00 1.00	3.00 0.00	2.66 0.34	1.00 0	.00 0.00	0.00
Final Sat.: 0 864	15 1900 1805	5 5187 0	4600 599	1615	0 0	0
				-		
Capacity Analysis Mod	lule:					
Vol/Sat: 0.00 0.0	0.00 0.18	0.45 0.00	0.04 0.04	0.13 0	.00 0.00	0.00
Crit Moves: ****		***	***			
Green/Cycle: 0.00 0.3	30 0.00 0.32	0.62 0.00	0.23 0.23	0.23 0	.00 0.00	0.00
Volume/Cap: 0.00 0.1	.3 0.00 0.55	0.72 0.00	0.16 0.16	0.57 0	.00 0.00	0.00
Delay/Veh: 0.0 15	3 0.0 18.0	8.5 0.0	18.7 18.7	22.7	0.0 0.0	0.0
User DelAdj: 1.00 1.0		1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
AdjDel/Veh: 0.0 15	3 0.0 18.0	8.5 0.0	18.7 18.7	22.7	0.0 0.0	0.0
LOS by Move: A		B A A	B- B-	C+	A A	A
HCM2kAvgQ: 0	1 0 5	11 0	1 1	4	0 0	0
Note: Queue reported	is the number	of cars per	a lane.			

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ COMPARE Tue Nov 22 13:26:16 2016 Page 2- 6

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #6: Mathilda Ave / Ross Dr



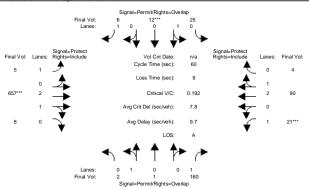
Street Name: Approach: Movement:	No:	rth Bo - T	- R	Sou L	uth Bo - T	- R	L ·	- T	- R	We L -	Т	- R
Min. Green:						10						
Y+R:		4.0			4.0			4.0				
Volume Module												
Base Vol:		846	254	191	2271	69	61	36	82	129	3	70
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			254		2271		61	36	82	129	3	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	d
Initial Fut:			254	191	2271	69	61	36	82	129	3	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	846	254	191	2271	69	61	36	82	129	3	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	(
Reduced Vol:	42	846	254	191	2271	69	61	36	82	129	3	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	846	254	191	2271	69	61	36	82	129	3	70
Saturation F												
Sat/Lane:		1900				1900					1900	1900
Adjustment:					0.91		0.77				1.00	0.85
Lanes:							1.00				1.00	1.00
Final Sat.:									1615		1900	1615
Capacity Anal												
Vol/Sat:			0.15	0.11		0.45	0.04	0.02	0.05		0.00	0.04
Crit Moves:					****					***		
Green/Cycle:							0.17				0.17	0.45
Volume/Cap:							0.25				0.01	0.10
Delay/Veh:							22.3				20.9	9.6
User DelAdj:							1.00				1.00	1.00
AdjDel/Veh:					11.9			21.4			20.9	9.6
LOS by Move:				В	B+	B+	C+		В	C	C+	I
HCM2kAvgQ:				. 3		13			1	3	0	-
Note: Queue 1	report	ted is	the n	umber	of ca	ırs per	lane					

COMPARE Tue Nov 22 13:26:16 2016 Page 2- 7

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #7: Borregas Ave / Caribbean Dr



Street Name: Approach:			Borreg	as Ave	e .				Caribb	ean Dr		_
Approach:	No:	rth Bo	und	Soi	uth Bo	und	Ea	ast Bo	ound	₩e	est Bo	und
Movement:												
Min. Green:												
Y+R:						4.0						
Volume Modul												
Base Vol:		1				6			8		90	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00
Initial Bse:	2	1		24			5	657	8	21	90	3
Added Vol:	0	0		1		0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	160	25	12	6	5	657	8	21	90	4
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	160	25	12	6	5	657	8	21	90	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	160	25	12	6	5	657	8	21	90	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	160	25	12	6	5	657	8	21	90	4
	l			1								
Saturation F				'					,	,		'
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:					0.84						0.90	
Lanes:					0.32				0.04			
Final Sat.:												
Capacity Ana				1		1	1		,	1		,
Vol/Sat:				0.02	0 02	0.00	0 00	0.13	0.13	0 01	0.02	0.02
Crit Moves:	0.00	0.00	0.10	0.02	****	0.00	0.00	****		****	0.02	0.02
Green/Cycle:	0 17	0 17	0.28	0 17	0.17	0.45	0.28	0 57	0.57	0 12	0 40	0.40
Volume/Cap:					0.14				0.23			0.40
Delay/Veh:									6.5		10.9	10.9
User DelAdj:						1.00			1.00			1.00
AdjDel/Veh:					21.6				6.5			10.9
LOS by Move:									0.5 A		B+	10.9 B+
HCM2kAvq0:					1	A	0	A 2		0		0
Note: Queue :									2	U	U	U
Note: Queue	repor	tea 18	the n	umber	от са	ırs per	rane.					

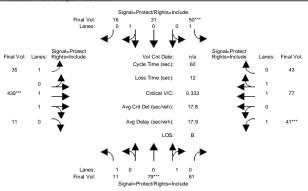
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:26:16 2016 Page 2- 8

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #8: Borregas Ave / Java Dr

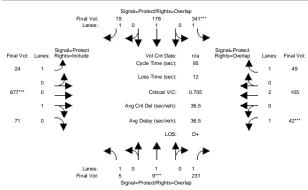


Street Name: Approach:	No	rth Bo	Borreg und	as Ave	e uth Bo	und	Ea	ast Bo	Java ound		st Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R			
									10			
Y+R:						4.0		4.0		4.0		
 Volume Module												
Base Vol:	11	79	81	50	31	16	35	439	11	41	77	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			81	50	31	16	35	439	11	41	77	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	11	79	81	50	31	16	35	439	11	41	77	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:	11	79	81	50	31	16	35	439	11	41	77	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:			81	50	31	16	35	439	11	41	77	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	11	79	81	50	31	16	35	439	11	41	77	4
Saturation Fi Sat/Lane:			1900	1000	1000	1900	1000	1000	1000	1900	1000	190
Adjustment:							0.95			0.95		
		0.49							0.05	1.00		
Final Sat.:						614			88	1805		
Capacity Anal				1					1			
Vol/Sat:	0.01	0.09	0.09	0.03	0.03	0.03	0.02	0.13	0.13	0.02	0.04	0.0
Crit Moves:		***		****				***		****		
Green/Cycle:	0.15	0.24	0.24	0.12	0.21	0.21	0.18	0.33	0.33	0.12	0.26	0.2
Volume/Cap:				0.24	0.12	0.12	0.11	0.38	0.38	0.19	0.13	0.1
Delay/Veh:	22.1	19.7	19.7	24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:				24.7	19.4	19.4	20.6	15.7	15.7	24.4	17.0	17.
LOS by Move:				C	B-	B-	C+	В	В	C	В	
HCM2kAvq0:			3	1	1	1	1	3	3	1	1	
Note: Queue :						rs per	lane					

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #9: Crossman Ave / Java Dr



Street Name: Approach:	No	rth Bo	Corssm	an Ave	e ith Bo	ound	F:	act Br	Java	Dr W	act Br	und
Movement:	L ·	- T ·	- R	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R
Min. Green:												
Y+R:												
Volume Module												
Base Vol:		9		341								
Growth Adj:				1.00		1.00		1.00			1.00	1.00
Initial Bse:	5	9		341	178	19	24	677	71	42	105	49
Added Vol:	0	0	0	0		0	0		0	0	0	0
PasserByVol: Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
				341	178	19	24	677	71	42	105	49
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	9	231	341	178	19	24	677	71	42	105	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	9	231	341	178	19	24	677	71	42	105	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				341		19				42	105	49
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1696	178	1805	3610	1615
Capacity Ana	lysis	Modul	e: .									
Vol/Sat:	0.00	0.00	0.14	0.19	0.09	0.01	0.01	0.40	0.40	0.02	0.03	0.03
Crit Moves:		****		****				****		***		
Green/Cycle:	0.14	0.11	0.18	0.22	0.19	0.42	0.22	0.47	0.47	0.07	0.32	0.54
Volume/Cap:				0.85	0.48	0.03	0.06	0.85	0.85	0.32	0.09	0.06
Delay/Veh:	35.7	38.3	51.9	50.6	35.1	16.3	29.0	29.7	29.7	43.1	22.6	10.2
User DelAdj:				1.00				1.00			1.00	1.00
AdjDel/Veh:				50.6				29.7		43.1	22.6	10.2
LOS by Move:				D					C		C+	B+
HCM2kAvq0:												1
Note: Queue :												

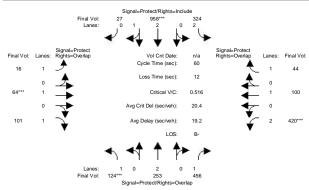
Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ

COMPARE Tue Nov 22 13:26:16 2016 Page 2-10

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #10: Fair Oaks Ave / TasmanDr



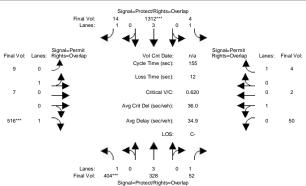
Street Name: Approach:	Mo	F rth Bo	air Oa	ks Ave	e uth Po	und	Ε.	act Do	Tasma	n Dr	act Do	und
Movement:									- R		- Т	
Min. Green:	7	10	10	7	10	10			10			
Y+R:			4.0						4.0			
 Volume Module												
Base Vol:		253	456	324	958	27	16	64	101	420	100	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:			456	324	958	27	16	64	101	420	100	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:			456	324	958	27	16	64	101	420	100	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:			456	324	958	27	16	64	101	420	100	4
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	
Reduced Vol:	124	253	456	324	958	27	16	64	101	420	100	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	124	253	456		958		16		101			4
Saturation Fi			1900	1000	1000	1000	1000	1000	1000	1000	1000	100
					0.91		1900				1900	
Adjustment: Lanes:			1.00				1.00				1.00	
Lanes. Final Sat.:						142			1615		1900	
Capacity Anal				1		1	1		1	1		
Vol/Sat:	0.07	0.07	0.28	0.09	0.19	0.19	0.01	0.03	0.06	0.12	0.05	0.0
Crit Moves:	****				****			****		***		
Green/Cycle:	0.12	0.26	0.45	0.18	0.32	0.32	0.15	0.17	0.28	0.20	0.22	0.3
Volume/Cap:	0.59	0.27	0.62	0.52	0.60	0.60	0.06	0.20	0.22	0.60	0.24	0.0
Delay/Veh:	29.5	18.1	14.1	23.1	17.9	17.9	21.9	21.9	16.7	23.3	19.8	11.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	29.5	18.1	14.1	23.1	17.9	17.9	21.9	21.9	16.7	23.3	19.8	11.
LOS by Move:			В	C	В	В	C+	C+	В	C	B-	В
HCM2kAvgQ:	3	2	7	3	6	6	0	1	2	4	1	
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane					

COMPARE Tue Nov 22 13:26:16 2016 Page 2-11

City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #11: Carribean Dr / Moffett Park Dr



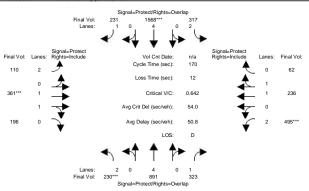
Street Name: Approach:	No:	rth Bo	Carrib und	ean Di Soi	r uth Bo	ound	Ea	Mo ast Bo	offett	Park I	or est Bo	ound
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	
Min. Green:						10						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
Base Vol:	404	327	52	4	1311	14	9	7	516	50	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	327	52	4	1311	14	9	7	516	50	2	4
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:										0	0	0
Initial Fut:	404	328	52	4	1312	14	9	7	516	50	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	328	52	4	1312	14	9	7	516	50	2	4
Reduct Vol:	0	0	0	0	0	0 14	0	0	0	0	0	0
Reduced Vol:	404	328	52	4	1312	14	9	7	516	50	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				4		14		7		50		4
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.91	0.91	0.85	0.76	0.76	0.85
Lanes:	1.00	3.00	1.00	1.00			0.56	0.44	1.00	0.96	0.04	1.00
Final Sat.:					5187					1387		
Capacity Ana												
Vol/Sat:		0.06	0.03	0.00		0.01	0.01	0.01		0.04	0.04	0.00
Crit Moves:	***				****				****			
Green/Cycle:	0.36	0.45	0.45	0.32	0.41	0.41	0.15	0.15	0.51	0.15	0.15	0.47
Volume/Cap:				0.01	0.62	0.02	0.06	0.06	0.62	0.23	0.23	0.01
Delay/Veh:				36.3		27.4		56.1			58.1	
User DelAdj:				1.00				1.00			1.00	
AdjDel/Veh:				36.3		27.4		56.1			58.1	21.8
LOS by Move:						C						C+
HCM2kAvgQ:		3		0					17	2	2	0
Note: Queue	repor	ted is	the n	umber	of ca	ars per	lane					

Traffix 8.0.0715 Copyright (c) 2008 Dowling Associates, Inc. Licensed to K-H, PHOENIX, AZ COMPARE Tue Nov 22 13:26:16 2016 Page 2-12

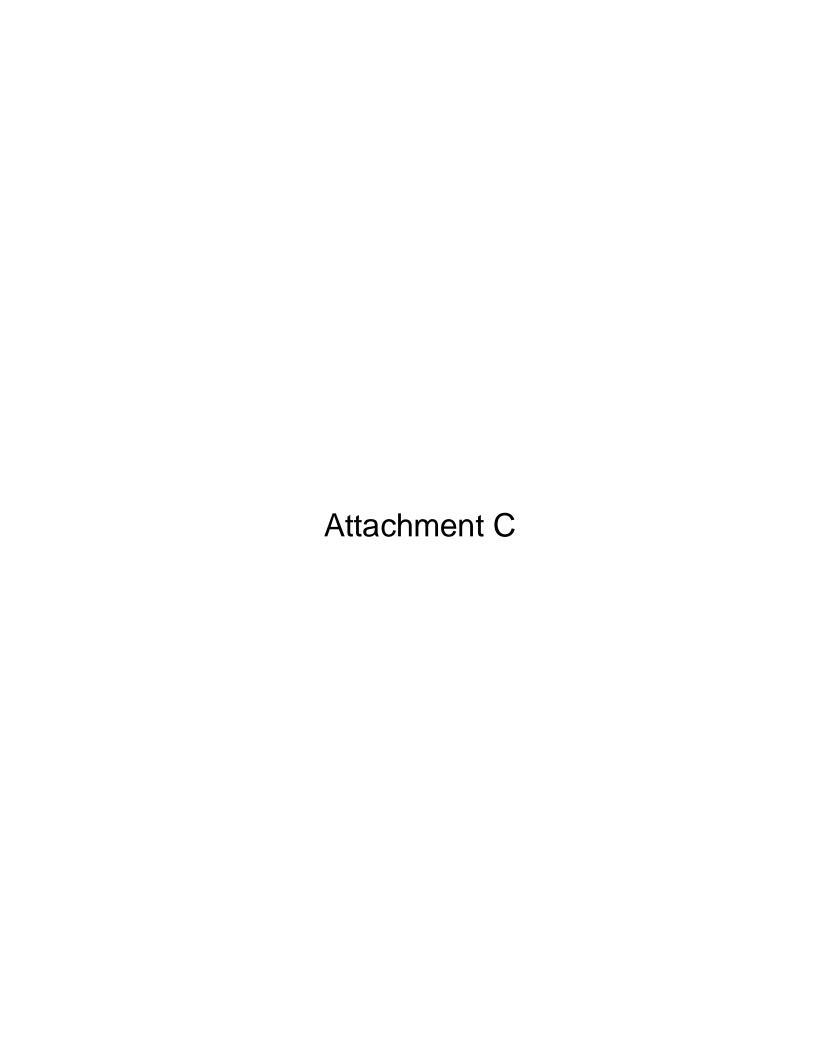
City of Sunnyvale Sunnyvale SMaRT Station 097318106

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

Intersection #12: Lawrence Expy / Tasman Dr



Street Name: Approach:	No	L rth Bo	awrenc und	e Expy	y uth Bo	und	Ea	ast Bo	Tasma	n Dr We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
									10			
Y+R:						4.0		4.0		4.0		
 Volume Module												
Base Vol:	230	891	323	317	1568	231	110	361	196	495	236	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Initial Bse:	230	891	323	317	1568	231	110	361	196	495	236	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	230	891	323	317	1568	231	110	361	196	495	236	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Volume:				317	1568	231	110	361	196	495	236	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	230	891	323	317	1568	231	110	361	196	495	236	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
FinalVolume:	230	891	323	317	1568	231	110	361	196	495	236	6
Saturation Fl Sat/Lane:			1900	1000	1000	1900	1900	1000	1900	1000	1900	190
					0.91				0.90		0.92	
Adjustment: Lanes:									0.90		1.58	
Lanes. Final Sat.:									1203			72
Capacity Anal				1		1	1		1	1		
Vol/Sat:				0.09	0.23	0.14	0.03	0.16	0.16	0.14	0.09	0.0
Crit Moves:	***				***			****		***		
Green/Cycle:	0.10	0.27	0.49	0.19	0.35	0.51	0.15	0.25	0.25	0.22	0.32	0.3
Volume/Cap:					0.64	0.28	0.20	0.64	0.64	0.64	0.27	0.2
Delay/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
AdjDel/Veh:	77.2	52.6	28.2	62.2	46.6	24.2	62.9	58.2	58.2	62.1	43.2	43.
LOS by Move:	E-	D-	C	E	D	C	E	E+	E+	E	D	
HCM2kAvgQ:	7	11	10	8	19	7	2	13	13	13	6	
Note: Queue 1			the n	umber	of ca	rs per	lane					



Sunnyvale SMaRT Station Queuing Summary

	ų.									Mathile	da Ave											Jav	a Dr			Fair	Oaks .	Ave			Caribb	oean Dr			Law	vrence l	Ехру
Scenarios Analyzed	Turning lovement	Lockhe	ed Mar #1	tin Way		5th Ave	;	WN	Noffett Pa #3	ark Dr	WB S	R-237 F #4	Ramps	EB SR	-237 Ra	mps #5		Ross Di #6	ſ	Во	rregas <i>F</i> #8	lve	Cro	ssman <i>i</i> #9	Ave	Ta	asman [#10	Or	Во	rregas / #7	Ave	Mof	ffett Park #11	k Dr	Т	「asman [#12)r
Analyzed	Tu Mov	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
	EBL	240	<25	47				320	<25	44							75	<25	30	180	<25	<25	180	<25	<25	150	<25	<25	100	<25	<25		$\overline{}$		350	130	61
	EBR	240	<25	260											<25	<25	35	<25	31				60	34	507	90	59	39				35	<25	435			
	WBL	315	44	76				270	36	121							35	86	78	400	30	<25	360	105	29	400	74	93	95	73	<25				420	173	315
Present-Day	WBR										305	<25	<25				35	71	<25		/		320	124	<25		/					60	<25	<25			
Traffic	NBL	270	80	<25	400	<25	<25										130	34	<25	195	<25	<25				295	<25	81				690	266	397	220	101	172
	NBR	50	59	61										255	<25	<25							25	<25	217	295	90	184	45	<25	57	135	<25	34	190	151	261
	SBL	175	<25	<25	220	<25	<25	150	<25	<25							100	<25	67	275	<25	<25	110	<25	309	215	<25	69	95	<25	<25	200	<25	<25	210	60	195
	SBR	195	144	<25	210	50	<25																50	61	<25							90	<25	<25	195	56	166
	EBL	240	<25	47				320	<25	44							75	<25	30	180	<25	<25	180	<25	<25	150	<25	<25	100	<25	<25				350	130	61
	EBR	240	<25	260											<25	<25	35	<25	31				60	34	507	90	59	39				35	<25	435			
	WBL	315	44	76				270	36	121							35	86	78	400	30	<25	360	105	29	400	74	93	95	73	<25				420	173	315
Present-Day Plus	WBR										305	<25	<25				35	71	<25				320	124	<25							60	<25	<25			
Milpitas Truck Traffic	NBL	270	80	<25	400	<25	<25										130	34	<25	195	<25	<25				295	<25	81				690	266	397	220	101	172
	NBR	50	59	61										255	<25	<25							25	<25	217	295	90	184	45	<25	57	135	<25	34	190	151	261
	SBL	175	<25	<25	220	<25	<25	150	<25	<25							100	<25	67	275	<25	<25	110	<25	309	215	<25	69	95	<25	<25	200	<25	<25	210	61	195
	SBR	195	144	<25	210	50	<25																50	61	<25							90	<25	<25	195	56	166

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

