



# Palo Alto Public Safety Building and Public Parking Structure

## Draft Transportation Impact Analysis



February 7, 2017  
Prepared for the  
City of Palo Alto  
SD16-0223

## Table of Contents

<b>EXECUTIVE SUMMARY.....</b>	<b>1</b>
<b>1.0 INTRODUCTION .....</b>	<b>4</b>
Project Description.....	4
Study Area .....	8
Analysis Scenarios .....	9
Analysis Methods.....	9
Signalized Intersections .....	10
Unsignalized Intersections.....	11
Level of Service (LOS) Standards and Impact Criteria.....	11
Traffic Operations Impact Criteria.....	12
Pedestrian and Bicycle Impact Criteria.....	12
Transit Impact Criteria .....	13
Report Organization.....	13
<b>2.0 EXISTING CONDITIONS.....</b>	<b>14</b>
Existing Transportation Facilities .....	14
Existing Street system.....	14
Existing Pedestrian Facilities .....	15
Existing Bicycle Facilities .....	15
City of Palo Alto Bicycle + Pedestrian Transportation Plan.....	17
Santa Clara Countywide Bicycle Plan.....	19
Bay Area Bike Share.....	19
Existing Transit Service.....	20
Existing Intersection Volumes and Lane Configurations.....	23
Existing Parking .....	23
Existing Intersection Levels of Service .....	25
Field Observations .....	25
<b>3.0 EXISTING PLUS PROJECT CONDITIONS .....</b>	<b>27</b>
Project Traffic Estimates.....	27
Trip Generation Estimates .....	28

Trip Generation .....	29
Trip Distribution and Assignment.....	31
Existing Plus Project Intersection Levels of Service .....	35
Existing Plus Project Intersection Impacts and Mitigation Measures .....	35
Pedestrian, Bicycle, and Transit Impacts and Mitigation.....	37
<b>4.0 BACKGROUND CONDITIONS.....</b>	<b>38</b>
Background No Project Traffic Volumes .....	38
Background Roadway Improvements.....	39
Background With Project Intersection Volumes .....	39
Background Intersection Levels of Service .....	39
Background Intersection Impacts and Mitigation Measures .....	43
Pedestrian, Bicycle, and Transit Impacts and Mitigation .....	43
<b>5.0 CUMULATIVE CONDITIONS.....</b>	<b>44</b>
Cumulative No Project Traffic Volumes .....	44
Cumulative Roadway Improvements .....	44
Cumulative Plus Project Traffic Volumes.....	45
Cumulative Intersection Levels of Service.....	45
Signal Warrant Analysis.....	49
Cumulative Intersection Impacts and Mitigation Measures .....	49
Pedestrian, Bicycle, and Transit Impacts and Mitigation .....	49
<b>6.0 SITE ACCESS AND ON-SITE CIRCULATION .....</b>	<b>50</b>
Site Access and Circulation.....	50
Pedestrian and Bicycle Access and Circulation .....	52
Transit Access .....	53
Parking Requirements.....	53

## Appendices

Appendix A: Traffic Counts

Appendix B: Trip Generation Surveys

Appendix C: Intersection Technical Calculations

## List of Figures

Figure 1	Project Location and Study Intersections .....	5
Figure 2a	Public Safety Building Site Plan .....	6
Figure 2b	Parking Structure Site Plan .....	7
Figure 3	Existing Pedestrian and Bicycle Facilities .....	18
Figure 4	Existing Transit Services .....	22
Figure 5	Existing Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices .....	24
Figure 6	Project Trip Distribution.....	32
Figure 7	Project Trip Assignment.....	33
Figure 8	Existing plus Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices.....	34
Figure 9	Background No Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices.....	40
Figure 10	Background plus Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices.....	41
Figure 11	Cumulative No Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices.....	46
Figure 12	Cumulative Plus Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices.....	47

## List of Tables

Table 1:	Signalized Intersection Level of Service Definitions .....	10
Table 2:	Unsignalized Intersection Level of Service Definitions.....	11
Table 3	Existing Transit Services .....	20
Table 4:	Existing Intersections Level of Service.....	26
Table 5:	Existing and Proposed Development .....	27
Table 6:	Vehicle Trip Rates at Existing Parking Lots.....	29
Table 7:	Project Vehicle Trip Generation Estimates .....	30
Table 8:	Trip Distribution .....	31
Table 9:	Existing with Project Intersections Level of Service .....	36
Table 10:	Background and Background Plus Project Intersections Level of Service .....	42
Table 11:	Cumulative and Cumulative Plus Project Intersections Level of Service.....	48

## **EXECUTIVE SUMMARY**

This report presents the results of the Transportation Impact Analysis (TIA) conducted for the proposed Public Safety Building (PSB) and Public Parking Structure to be located on Sherman Avenue in the City of Palo Alto, California. The existing site currently comprises public parking Lots C-6 and C-7. The PSB would be developed on Lot C-6 and the Public Parking Structure on Lot C-7. The proposed project would remove the existing surface parking lots (which totals 300 parking spaces) to construct: a new three-story Public Safety Building that would range in size from 45,000 to 50,000 square feet (s.f.); a new Parking Structure with approximately 460 to 560 parking spaces (i.e. 160 to 260 net new spaces); and 4,700 square feet of retail space built into the street level of the parking structure.

The impacts of the proposed project were evaluated following guidelines of the City of Palo Alto, the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

## **PROJECT TRAFFIC ESTIMATES**

Project-generated trips were estimated using trip generation surveys and vehicle trip rates published by the Institute of Transportation Engineers (ITE) for the specialty retail uses. The PSB trip estimates were based on trip generation studies conducted by Portland State University and at the Central Police precinct of Vancouver, Washington.

Vehicle trip estimates for the net new parking spaces were estimated based on parking surveys conducted at the two existing parking lots (Lots C-6 and C-7) during the AM and PM peak period. Parking facilities are not typically traffic generators by themselves. Trips are actually generated by the nearby retail, office and residential uses, and parking lots or structures simply provide vehicle storage. The Parking Structure trips are generally going to be existing vehicles that currently park at adjacent facilities (e.g. street parking, Lot C-8, etc.), but now park in the new Parking Structure. Lastly, the trip estimates for proposed retail in the Parking Structure is based on ITE rates.

The proposed project is estimated to generate 2,822 net new daily trips, 129 net new AM peak hour trips (74 inbound and 55 outbound), 238 net new PM peak hour trips (116 inbound and 122 outbound).

## **PROJECT IMPACTS**

This analysis identified potentially significant impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance.



## **INTERSECTION IMPACTS**

Intersection impacts were evaluated for “Plus Project” scenarios under Existing, Background, and Cumulative Conditions by comparing the results to the appropriate “No Project” scenario.

Based on the significance impact criteria by the City of Palo Alto and Valley Transportation Authority (VTA) Congestion Management Program, the Project is expected to have a **less-than-significant impact** at all 10 study intersections under Plus Project conditions for the Existing, Background, and Cumulative scenarios. Accordingly, no traffic mitigation measures are needed.

## **PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS**

While the project is expected to generate new non-auto trips, the existing pedestrian, bicycle, and transit facilities would accommodate the additional demand. Furthermore, the *City of Palo Alto Bicycle + Pedestrian Transportation Plan* (May 2012), includes the identification of a bicycle boulevard on Park Boulevard. This project does not conflict with that planned bicycle facility. Therefore, the Project’s impact to the pedestrian, bicycle, and transit facilities is considered **less-than-significant**, and no off-site mitigation is needed to support multi-modal travel to and from the site.

## **SITE ACCESS AND ON-SITE CIRCULATION**

The general on-site circulation patterns and site access for the PSB and Parking Structure are considered adequate. The PSB would be served by one primary inbound and outbound secured driveway on Sherman Avenue, approximately 85 feet west of Park Avenue. A secondary one-lane outbound driveway would be provided on Birch Street, adjacent to Jacaranda Lane. These two driveways would provide direct access to the PSB’s basement parking that would include 170 to 190 parking spaces for police department service vehicles or PSB staff. To accommodate all turning movements at the PSB’s Birch Street outbound driveway, it is recommended that the westbound left-turn movement on Jacaranda Lane be prohibited to reduce vehicle potential conflicts and right-of-way confusion for drivers. Additionally, the PSB would include a driveway on Jacaranda Lane for the surface operations yard that would only provide access to service vehicles.

The Public Parking Structure’s driveway is recommended to be located on Sherman Avenue, near the Birch Street intersection. This location provides adequate queuing storage on Sherman Avenue for inbound vehicles. The Parking Structure could potentially be gated at the entrance if a payment system was implemented; however, given the ample capacity available on Sherman Avenue and the relatively low peak hour volumes, it is anticipated that gating the entrance would only result in short temporary vehicle queues on Sherman Avenue and traffic flow would not be substantially affected.



Key Project site improvements are recommended to accommodate all modes of travel:

- Class I long-term bicycle parking such as lockers or secured room should be provided for employee use.
- Provide Class II short-term bicycle parking racks such as inverted u-style bicycle parking racks.
- To enhance safety for pedestrians, it is recommended that signage and or warning systems be installed at all driveways to notify pedestrians of approaching vehicles and to make drivers aware of potential conflicts with pedestrians.



## 1.0 INTRODUCTION

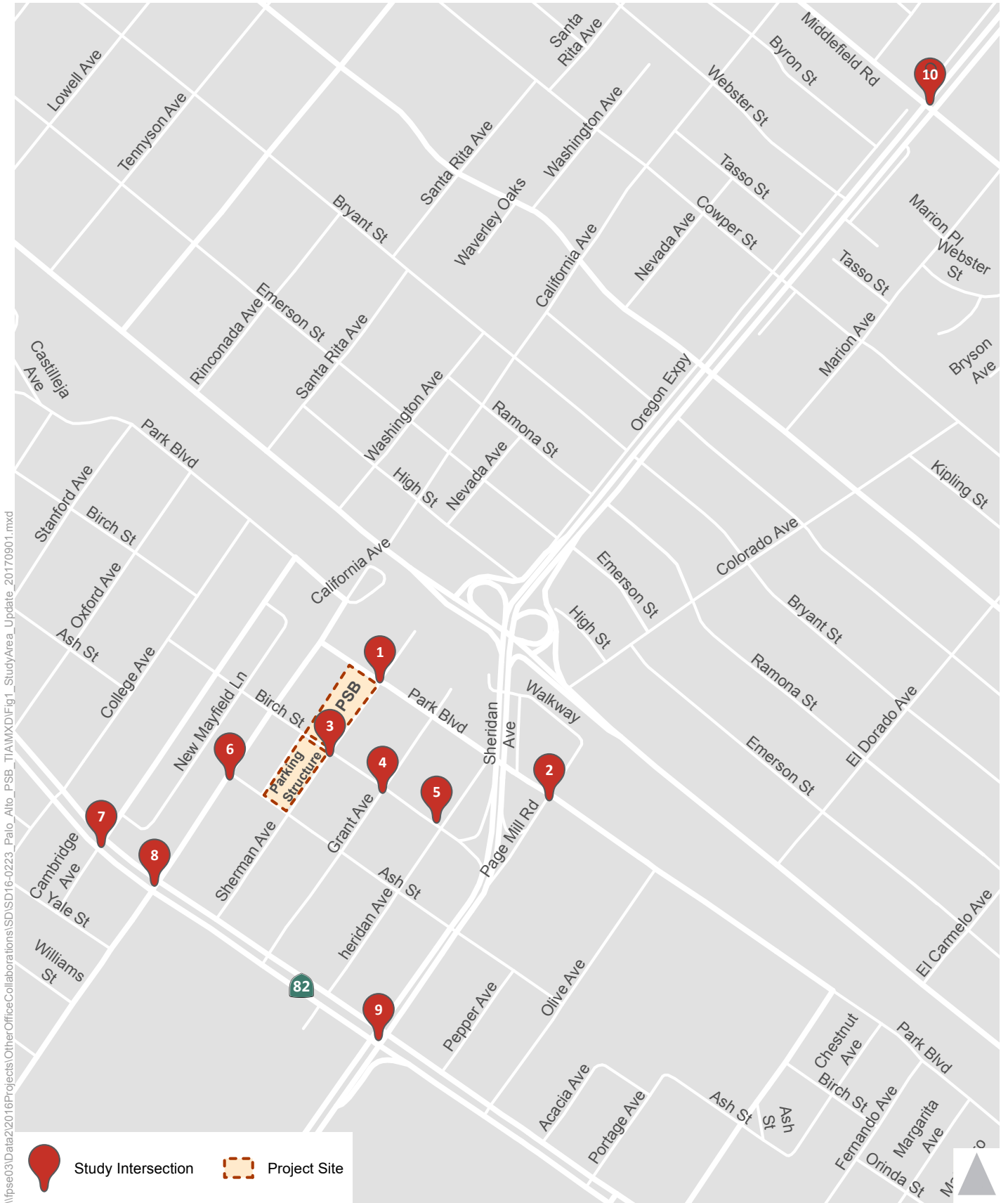
This report presents results of the Transportation Impact Analysis (TIA) conducted for the proposed Public Safety Building (PSB) and Public Parking Structure on Sherman Avenue in the City of Palo Alto, California. The analysis was conducted to evaluate the effects of the Project on the surrounding transportation system and to identify measures to mitigate any significant mobility impacts. The TIA was prepared following guidelines of the City of Palo Alto and Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. This chapter provides a detailed project description and outlines the Project Study area, analysis methodologies, and significance criteria.

## PROJECT DESCRIPTION

The proposed project is located in the Evergreen Park neighborhood of Palo Alto at the corner of Sherman Avenue and Birch Street. The existing site currently comprises of public parking Lots C-6 and C-7. The PSB would be developed on Lot C-6 and the Public Parking Structure on Lot C-7. The sites are generally bounded by Jacaranda Lane to the north, Sherman Avenue to the south, Park Boulevard to the east, and Ash Street to the west. The proposed project would remove the existing surface parking lots (which total 300 parking spaces) to construct a new three-story Public Safety Building that would range in size from 45,000 to 50,000 square feet, a new Public Parking Structure with approximately 460 to 560 parking spaces (i.e. 160 to 260 net new spaces), and 4,700 square feet of retail included in the base of the parking structure. The site location is shown on **Figure 1** and the proposed site plans are shown on **Figure 2a** and **Figure 2b**.







\\fpsc03\data\2016\Projects\Other\Office\Collaborations\SD\SD16-0223\_Palo Alto\_PSB\_TIA\MXD\Fig1\_StudyArea\_Update\_20170901.mxd



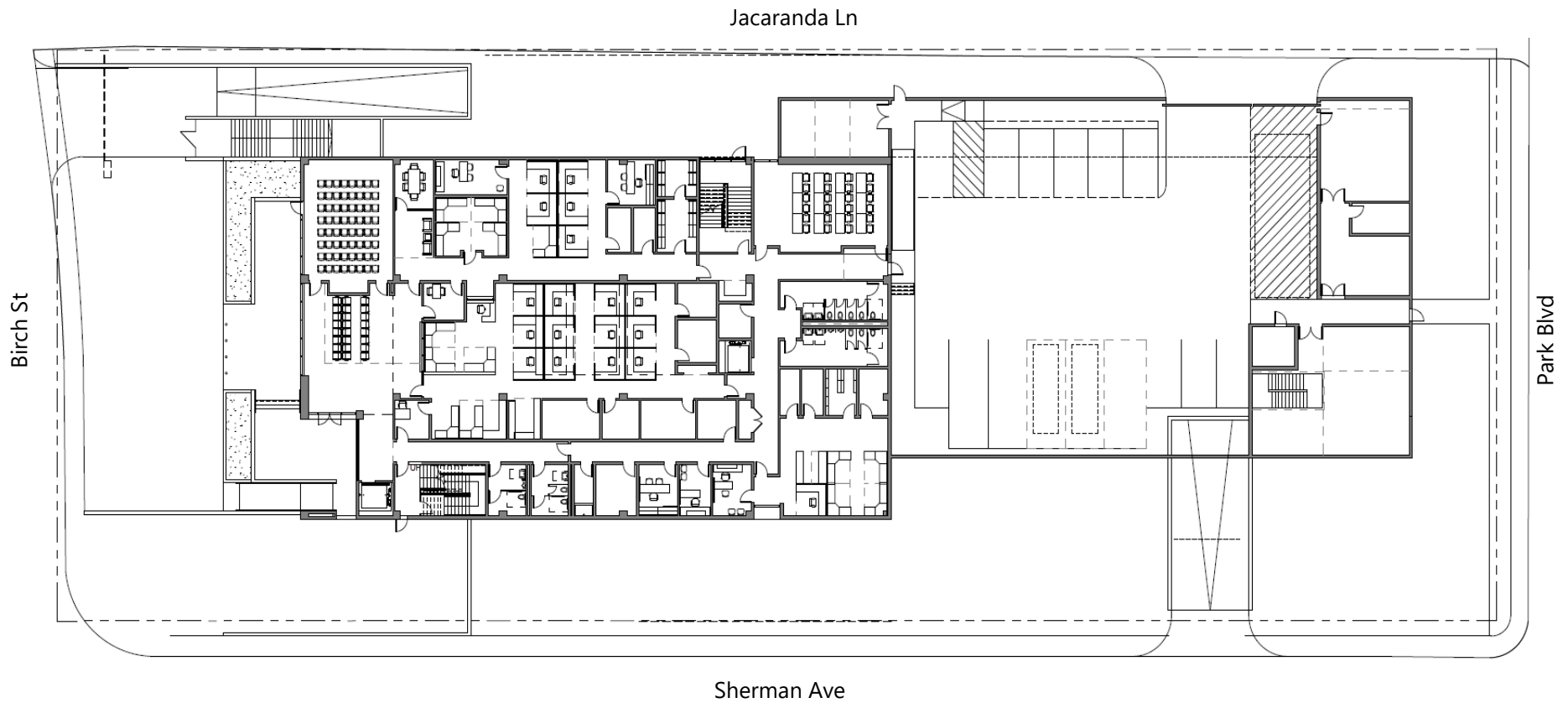
 Study Intersection
  Project Site



Figure 1  
Project Site and Study Intersections

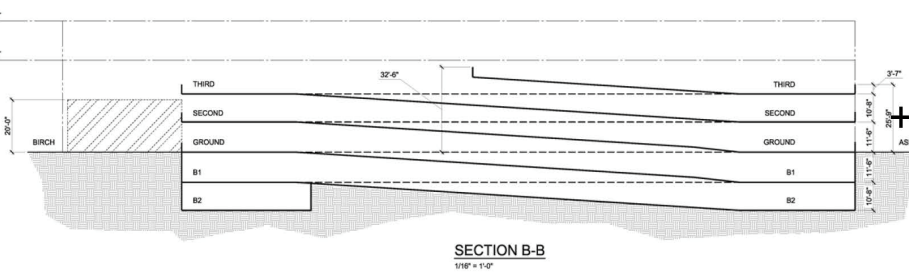
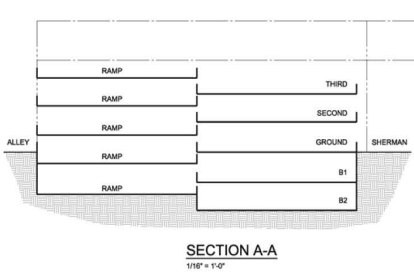
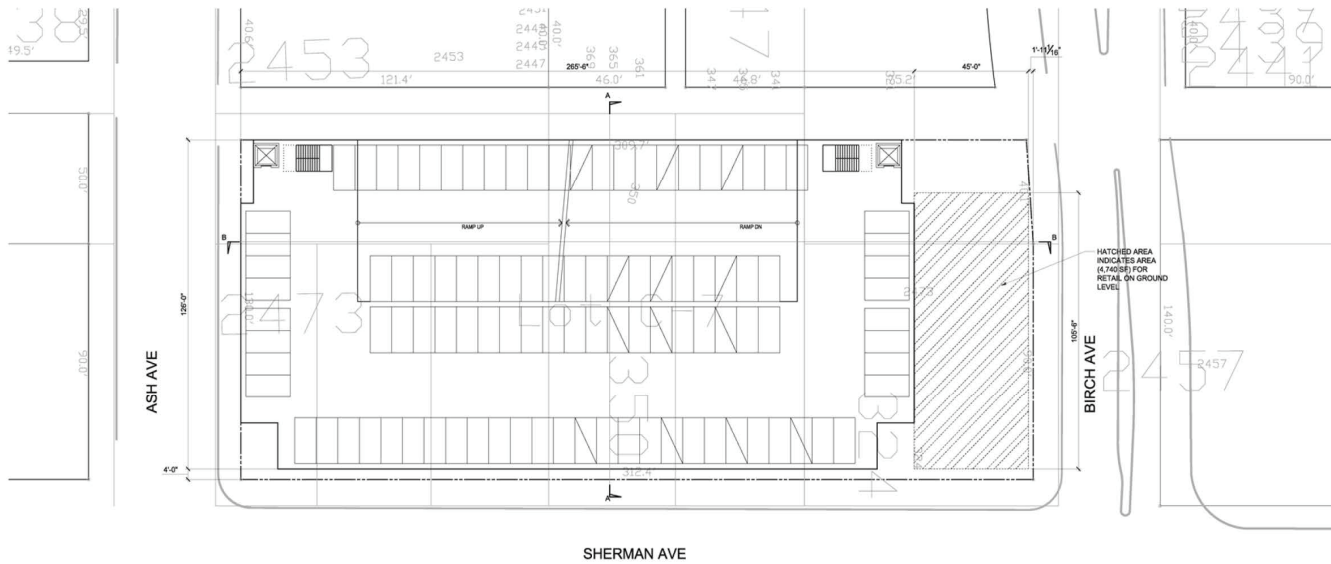


① FIRST FLOOR PLAN  
 1/16" = 1'-0"

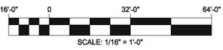
Source: Ross Drulis Cusenbery, 2017



Figure 2a  
 Public Safety Building Site Plan



+/- 26'-0"



SUMMATION CHART					OPTION 3a 09-22-15
LEVEL	UNINSTALL (9'-6" x 17'-6")	ACCESSIBLE (9'-0" x 18'-0")	TOTAL	AREA (SF)	SF/STALL
THIRD	104	0	104	34,100	328
SECOND	102	0	102	32,700	321
GROUND	68	9	77	37,450 *	486 *
BASEMENT 1	92	0	92	32,700	355
BASEMENT 2	85	0	85	29,090	342
TOTAL	451	9	460	166,040	361



## OPTION C: Plan & Sections



Figure 2b  
Parking Structure Site Plan

## STUDY AREA

Project impacts on the study area roadway facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (6:00 to 9:00 AM) and evening (4:00 to 7:00 PM) peak periods. A total of 10 intersections, as shown in **Figure 1**, were selected as study locations. These locations include:

### Study Intersections

1. Park Boulevard / Sherman Avenue
2. Park Boulevard / Page Mill Road
3. Birch Street / Sherman Avenue
4. Birch Street / Grant Street
5. Birch Street / Sheridan Avenue
6. Ash Street / California Street
7. El Camino Real / Cambridge Avenue
8. El Camino Real / California Avenue
9. El Camino Real / Page Mill Road
10. Middlefield Road / Oregon Expressway

VTA's TIA guidelines indicates that intersections should be included if the proposed Project adds 10 or more peak hour vehicles per lane to any intersection movement. In consultation with the City of Palo Alto staff, the listed intersections were selected based on VTA's ten trip per lane guideline.

### Freeway Segments

According to VTA's *Transportation Impact Analysis Guidelines* (VTA, 2014) a freeway segment analysis should be included if the Project meets one of the following requirements:

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

The nearest freeways to the Project site are I-280 and US 101, which are approximately three miles and two miles away, respectively. The capacity for a freeway mixed-flow lane for freeway facilities greater than two lanes in one direction is 2,300 vehicles per hour per lane (vphpl), 2,200 vphpl for freeway facilities with two lanes or less in one direction, and 1,650 vphpl for HOV lanes. The segments of I-280 between Alpine Road



and El Monte Road has a direction capacity of 9,200 vphpl, and the segments of US 101 between San Antonio Avenue and Embarcadero Road has a one direction capacity of 8,550 vphpl.

The Project is not anticipated to meet any of the three criteria listed above; therefore, no freeway segment analysis was conducted for the proposed Project.

## ANALYSIS SCENARIOS

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

- Scenario 1:** *Existing Conditions* – Existing volumes obtained from counts.
- Scenario 2:** *Existing plus Project Conditions* – Scenario 1 volumes plus traffic generated by the proposed Project.
- Scenario 3:** *Background No Project Conditions* – Existing volumes plus traffic from “approved but not yet built” and “unoccupied” developments in the area.
- Scenario 4:** *Background plus Project Conditions* – Scenario 3 volumes plus traffic generated by the proposed Project.
- Scenario 5:** *Cumulative (2035) No Project Conditions* – Cumulative (2035) traffic volumes from the City of Palo Alto’s updated travel demand forecast, which is based on *City of Palo Alto Comprehensive Plan* land uses and funded transportation improvements.
- Scenario 6:** *Cumulative (2035) plus Project Conditions* – Scenario 5 volumes plus traffic generated by the proposed Project.

## ANALYSIS METHODS

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



## SIGNALIZED INTERSECTIONS

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special report 209, Transportation Research Board) was used to prepare the level of service calculation for the study intersections. This level of service method, which is approved by the City of Palo Alto and VTA, analyzes a signalized intersection’s operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX traffic analysis software and is correlated to a LOS designation as shown in **Table 1**. In addition, critical delay is also a factor for determining the intersection’s operation. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most “green time” and have the greatest effect on overall intersection operations. The changes in critical delay and critical volume-to-capacity (V/C) ratio between baseline (i.e. “No Project”) and “Plus Project” conditions are used to identify significant impacts.

**TABLE 1: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

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

Source: *Traffic Level of Service Analysis Guidelines*, October 2014, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.



## UNSIGNALIZED INTERSECTIONS

Operations of the unsignalized intersections (e.g. stop-sign controlled) were evaluated using the methods contained in Chapter 17 of the *2000 HCM* and calculated using TRAFFIX analysis software. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-stop controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approached composed of a single lane, control delay is computed as the average of all movements in that lane. For all-way-stop-controlled locations, a weighted average delay for the entire intersection is presented. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

**TABLE 2: UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service ( $v/c \leq 1.0$ )	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	$\leq 10.0$
B	Short traffic delay.	> 10.0 to 15.0
C	Average traffic delays.	> 15.0 to 25.0
D	Long traffic delays.	> 25.0 to 35.0
E	Very long traffic delays.	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

## LEVEL OF SERVICE (LOS) STANDARDS AND IMPACT CRITERIA

The determination of significance for project impacts is based on applicable policies, regulations, goals, and guidelines defined by the City of Palo Alto and the Santa Clara County Congestion Management Plan. The LOS standard for the City of Palo Alto intersections is LOS D. The Page Mill Road/El Camino Real (intersection 9) and the Middlefield Road/El Camino Real (intersection 10) intersections are designated as a Congestion Management Program (CMP) intersection. The threshold for CMP intersections is LOS E. The impacts of the Project were evaluated by comparing the results of the level of service calculations under the “Plus Project” scenarios to the baseline “No Project” scenarios. The detailed impact criteria for this study are presented below.



## TRAFFIC OPERATIONS IMPACT CRITERIA

The following LOS standards and impact criteria were applied to the intersection analysis.

### Signalized Intersections

Significant impacts at signalized City of Palo Alto intersections are defined to occur when the addition of Project traffic causes one of the following:

- Intersection operations to degrade from an acceptable level (LOS D or better for City of Palo Alto, and LOS E or better for regionally significant roadways and CMP intersections) under “No Project” conditions to an unacceptable level (LOS E or F for City of Palo Alto intersections, and LOS F for regionally significant roadways and CMP intersections) for “Plus Project” conditions; or
- Exacerbate unacceptable “No Project” operations (LOS E or F for City of Palo Alto intersections, and LOS F for regionally significant roadways and CMP intersections) by increasing the critical delay by more than four (4) seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F for City of Palo Alto intersections and LOS F for regionally significant roadways and CMP intersections) when the change in critical delay between No Project and Plus Project conditions is negative (i.e. decreases). Decreases in critical delay can occur if the critical movements change.

### Unsignalized Intersections

LOS analysis at unsignalized intersections is generally used to determine the need for modifying intersection control type (i.e. all-way stop or signalization). As part of this evaluation, traffic volumes, delays, and peak hour traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

The City has generally used LOS D as the minimum acceptable operating level at unsignalized intersections. Significant impacts are defined to occur when the addition of Project traffic degrades operations to LOS E or LOS F and the intersection satisfies the peak hour signal warrants from the *California Manual of Uniform Traffic Control Devices (MUTCD)*.

## PEDESTRIAN AND BICYCLE IMPACT CRITERIA

The City of Palo Alto *Comprehensive Plan* describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the *Comprehensive Plan* as a guide, significant impacts to these facilities would occur when a Project or an element of a Project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian or bicycle accessibility to the site and adjoining areas; or





- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Palo Alto, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

## TRANSIT IMPACT CRITERIA

Significant impacts to transit service would occur if the Project or any part of the Project:

- creates demand for public transit services above the capacity which is provided or planned;
- disrupts existing transit services or facilities.<sup>1</sup>; or
- conflicts with an existing or planned transit facility; or
- conflicts with transit policies adopted by the City of Palo Alto, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

## REPORT ORGANIZATION

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

- **Chapter 2 – Existing Conditions** describes the transportation system near the Project, including the surrounding roadway network, morning and evening peak period driveway and intersection turning movement volumes, existing bicycle, pedestrian, transit, and parking facilities, intersection levels of service.
- **Chapter 3 – Existing with Project Conditions** addresses the Existing with Project Conditions, and discusses Project vehicular, pedestrian, bicycle, and transit impacts. The relevant Project information, such as the Project components and Project trip generation, distribution, and assignment, is also discussed in this chapter.
- **Chapter 4 – Background Traffic Conditions** addresses the conditions with approved, but not yet constructed projects. The chapter discusses these conditions, both without and with the Project, and discusses Project vehicular impacts.
- **Chapter 5 – Cumulative Traffic Conditions** addresses the 2035 cumulative conditions, both without and with the Project, and discusses cumulative Project vehicular impacts.
- **Chapter 6 – Site Access, Circulation and Parking** describes Project access and circulation for all travel modes.

---

<sup>1</sup> This includes disruptions caused by proposed-project driveways on transit streets and impacts to transit stops/shelters, as well as impacts to transit operations from traffic improvements proposed or resulting from a project.



## 2.0 EXISTING CONDITIONS

This chapter describes the Existing Conditions of the roadway facilities, pedestrian, and bicycle facilities, as well as parking and transit services near the Project site. It also presents existing traffic volumes and operations for the study intersections with the results of LOS calculations.

### EXISTING TRANSPORTATION FACILITIES

#### EXISTING STREET SYSTEM

Access to and from the Project site is provided by the following roads: Page Mill Road, El Camino Real, Oregon Expressway, Bryant Street, Park Boulevard, Birch Street, Ash Street, Cambridge Avenue, California Avenue, Sherman Avenue, Grant Avenue, and Sheridan Avenue. Each facility is described below in more detail.

**Page Mill Road** is a two to four lane east-west divided arterial road that extends west to Los Altos Hills and connects with Oregon Expressway at El Camino Real. Within the study area, the roadway provides four travel lanes (two in each direction) with exclusive left-turns at all intersections. The posted speed limit ranges between 35 and 50 miles per hour (mph). Page Mill Road provides access to local commercial and industrial areas as well as access to I-280. East of Ash Street, Page Mill Road transitions into Oregon Expressway, and another short street segment designated as Page Mill Road connects the expressway with the California Avenue Transit Station parking lot.

**El Camino Real** (also identified as State Route 82) is a major north-south arterial that connects San Francisco to San Jose. El Camino Real provides access to local and regional commercial areas. Direct access to the site from El Camino Real is provided via Sherman Avenue. The posted speed limit is 35 mph.

**Oregon Expressway** is a four-lane, east-west expressway that extends between Alma Street and US 101. Oregon Expressway provides access to local residential areas, as well as access to US 101. West of El Camino Real, the roadway becomes Page Mill Road. Eastbound and westbound traffic is divided by a raised median with enhanced landscaping. Westbound traffic accesses the Project site via ramps at Birch Street. Eastbound traffic accesses the Project site via Sherman Avenue by turning left on El Camino Real or via the Page Mill Road ramps connecting to Park Boulevard. The posted speed limit is 35 mph.



**Park Boulevard** is a two-lane, north-south road that extends from Whitley Drive in the south to El Camino Real in the north. The roadway is primarily a local road, however in the vicinity of the Project site, it is designated as a collector road. The posted speed limit is 25 mph.

**Birch Street** is a north-south road that extends from Park Boulevard in the north to Oregon Expressway in the south. The road has four lanes between Oregon Expressway and California Avenue and two lanes between California Avenue and Park Boulevard. Birch Street is a collector street between Oregon Expressway and California Avenue, and a local street between California Avenue and Park Boulevard. The posted speed limit is 25 mph.

**California Avenue** is a two-lane east-west collector road that extends from Amherst Street (to the west) to Park Boulevard (east of the site). California Avenue is fronted by retail and restaurants and includes angled parking on both sides of the street. The posted speed limit is 25 mph.

**Sherman Avenue** is a two-lane east-west local road that connects El Camino Real in the west to Park Boulevard in the east. The posted speed limit is 25 mph and on-street parking is provided on both sides of the roadway.

**Grant Avenue** is an east-west local road that extends from El Camino Real in the west to Park Boulevard in the east. The road includes two lanes from El Camino Real to Birch Street and becomes a one-way eastbound road east of Birch Street.

## EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities comprise sidewalks, crosswalks, and pedestrian signals at signalized intersections. The majority of streets in the vicinity of the Project site have sidewalks on both sides of the street. Marked crosswalks are provided across all legs of study signalized intersections. A Rectangular Rapid Flashing Beacon (RRFB) pedestrian signal is present at the south crosswalk across the Park Boulevard/Page Mill Road intersection. The Project site is located immediately south of the commercial corridor along California Avenue, where there is a high amount of pedestrian traffic. Within the commercial corridor, pedestrian enhancements include wide sidewalks, curb extensions (also known as bulb-outs), and ample amount of landscaped buffers. **Figure 3** presents study locations with pedestrian crosswalks.

## EXISTING BICYCLE FACILITIES

Guidelines and design standards for bikeway planning and design in California are established by California Department of Transportation (Caltrans) and presented in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). For local reference, the *City of Palo Alto Bicycle + Pedestrian Transportation*

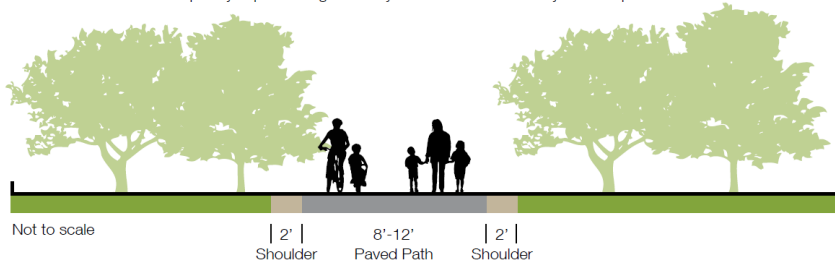


Plan (May 2012) provide a bikeway planning and design tool. Bicycle facilities comprise paths (Class I), lanes (Class II), routes (Class III), and boulevards (Class III) as described below and shown on the accompanying figures.

- Class I Bikeway (Bicycle Path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.

### SHARED-USE PATH (CLASS I)

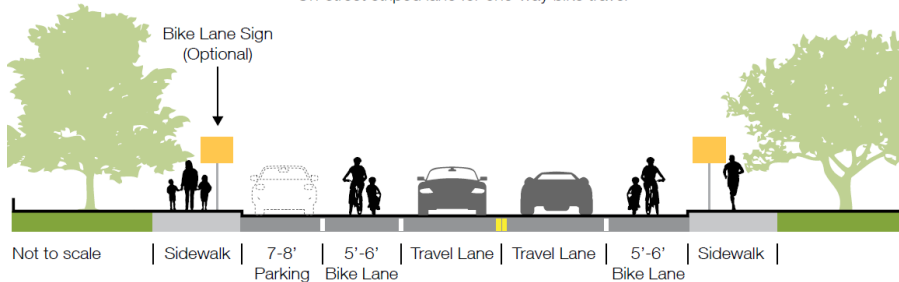
Completely separated right-of-way for exclusive use of bicycles and pedestrians



- Class II Bikeway (Bicycle Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally four to six feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.

### BICYCLE LANE (CLASS II)

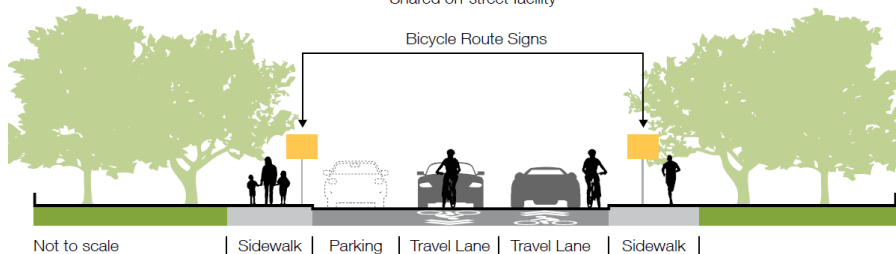
On-street striped lane for one-way bike travel



- Class III Bikeway (Bicycle Route) provides for a right-of-way designated by signs or pavement markings (sharrows) for shared use with pedestrians or motor vehicles. Sharrows are a type of pavement marking (bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists.

### BICYCLE ROUTE (CLASS III)

Shared on-street facility



- *Class IIIA Bikeway (Bicycle Boulevard)* is a modified bicycle route providing convenient and efficient through route for cycles of all skill levels. A bike boulevard includes signage, pavement markings, and in some cases, traffic calming (e.g., mid-block closures to vehicles), and bike lanes.

**Figure 3** presents existing bicycle facilities within the vicinity of the Project site. These facilities include:

- Bicycle lanes on:
  - Park Boulevard between El Camino Real and Lambert Avenue
  - Page Mill Road west of El Camino Real
  - California Avenue west of El Camino Real and east of Alma Street
- Bicycle routes on:
  - California Avenue between Park Boulevard and El Camino Real
  - Bryant Street between Palo Alto Ave and Los Robles Avenue

## CITY OF PALO ALTO BICYCLE + PEDESTRIAN TRANSPORTATION PLAN

The *City of Palo Alto Bicycle + Pedestrian Transportation Plan* (May 2012) contains the policy vision, design guidance, and specific recommendations to guide public and private investments in active transportation (pedestrian and bicycle) facilities and related programs in the City of Palo Alto. In addition to the bicycle boulevard on Park Boulevard near the Project site, planned bicycle improvements include:

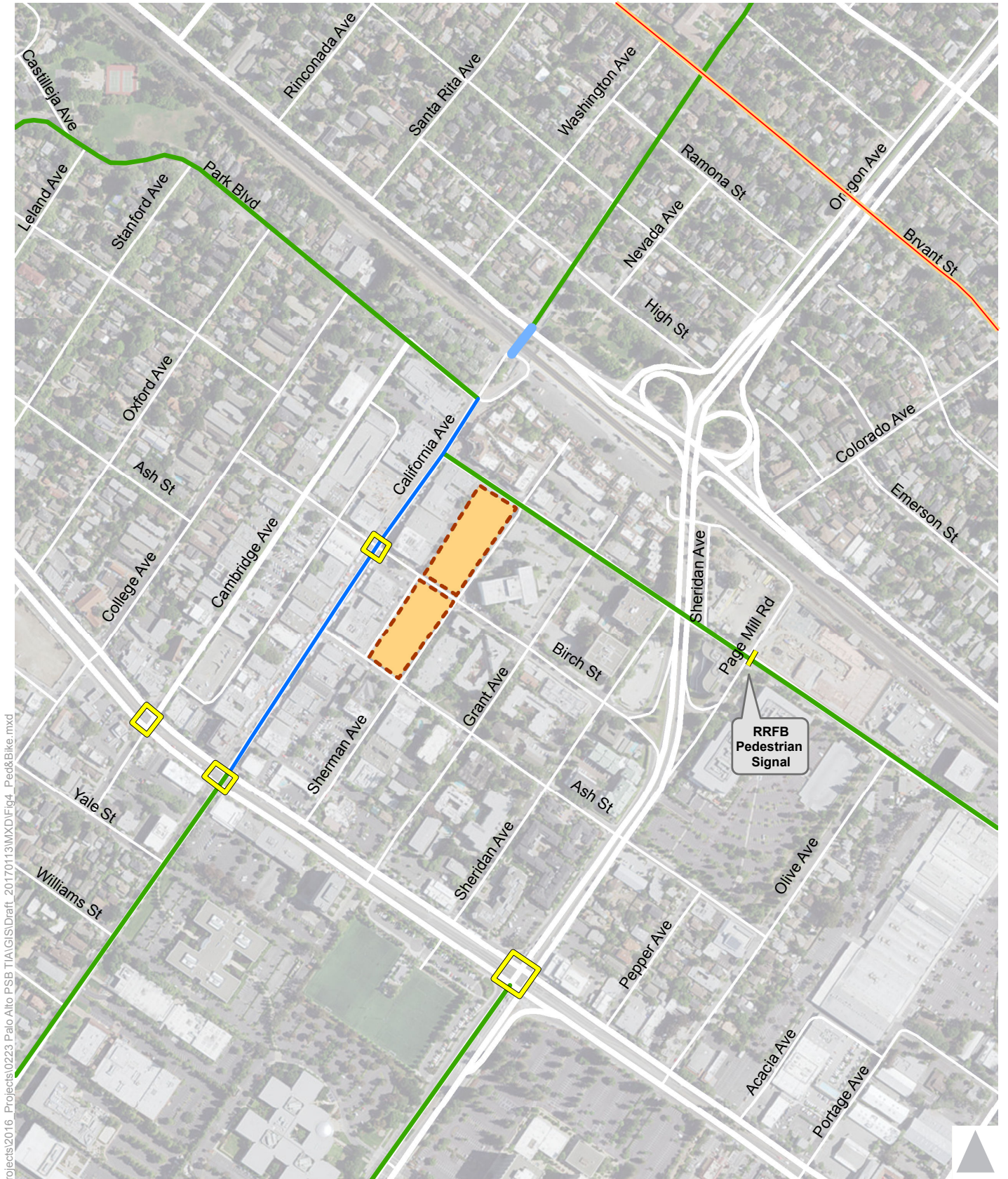
Bicycle lanes on:

- El Camino Real south of Page Mill Road
- California Avenue between El Camino Real and Park Boulevard

Bicycle routes on:

- El Camino Real north of Page Mill Road
- Page Mill Road/Oregon Expressway east of El Camino Real





N:\Projects\2016\_Ped\GIS\Draft\_20170113\MXD\Fig4\_Ped&Bike.mxd







-  Study Area
-  Marked Crosswalks at Study Intersections
-  Class III - Bike Route
-  Class III - Bike Boulevard
-  Class II - Bike Lane
-  Bike Tunnel



Figure 3  
Existing Bicycle and Pedestrian Facilities

## SANTA CLARA COUNTYWIDE BICYCLE PLAN

The adopted Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan (May 2008). The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2035 (adopted in January 2009). The Santa Clara Countywide Bicycle Plan includes a planned bicycle network of 16 routes of countywide or intercity significance. Several of these proposed facilities travel through the study area, including (listing street with cross county bicycle corridor number and name):

- Bryant Street (#1 US 101 Corridor)
- Park Boulevard (#2 Alma Street/Caltrain Corridor)
- California Avenue (#3 Dumbarton – East-West Connector Corridor)
- El Camino Real (#4 El Camino Real – Grand Boulevard Corridor)

The bicycle plan is currently being updated and there have been several outreach meetings to present the developed plans and obtain feedback from the community. The draft Countywide Bicycle Plan is anticipated to be completed by Summer 2017.

## BAY AREA BIKE SHARE

The Bay Area Bike Share is the region's bike sharing system with 700 bikes and 70 stations across the region launching in August 2013, with locations in San Francisco, Redwood City, Mountain View, Palo Alto, and San Jose. It is intended to provide Bay Area residents and visitors with an additional transportation option for getting around the region. Bay Area bikes can be rented from and returned to any station in the system, creating a network with many possible combinations of start and end point.

Palo Alto has two Bike Share stations near the Project site at the following locations:

- California Avenue Caltrain Station
- Park Boulevard and Olive Avenue

Three additional Bike Share stations are located in downtown Palo Alto at the following locations:

- Alma Street and Lytton Avenue
- University Avenue and Emerson Street
- Cowper Street and University Avenue



In October 2016, City Council approved a citywide Bike Share system with Social Bicycles (SoBi) that would replace the City’s existing 35 bike share bikes with 350 new SoBi “smart bikes”. The new Palo Alto bike share system will launch in June 2017.

## EXISTING TRANSIT SERVICE

Bus service in Palo Alto is operated by the VTA. Commuter rail service (Caltrain) is provided from San Francisco to Gilroy by the Peninsula Joint Powers Board. **Figure 4** shows the existing transit service near the Project site. The Project site is served by VTA local, express and rapid transit routes, Caltrain, Deer Creek Caltrain shuttle, Stanford Marguerite shuttle, and AC Transit Dumbarton Express bus service. **Table 3** describes the span of services and frequency of service during the week with average weekday load factors for VTA buses and Caltrain.

**TABLE 3 EXISTING TRANSIT SERVICES**

Route <sup>1</sup>	From	To	Weekdays		Weekends	
			Operating Hours	Headways <sup>2</sup> (minutes)	Operating Hours	Headways <sup>2</sup> (minutes)
<b>VTA</b>						
22	Palo Alto Transit Center	Eastridge Transit Center	24-hour service	15	24-hour service	15
89	California Avenue Caltrain Station	Palo Alto Veterans Hospital	9:36 AM – 6:39 PM	30	No service	No service
101	Camden and Highway 85	Palo Alto	6:17 AM – 6:44 PM	60	No service	No service
102	South San Jose	Palo Alto	5:50 AM – 6:55 PM	15	No service	No service
103	Eastridge Transit Center	Palo Alto	5:08 AM – 6:37 PM	45		
104	Penitencia Creek Transit Center	Palo Alto	5:56 AM – 6:15 PM	30	No service	No service
182	Palo Alto	IBM/Bailey Avenue	7:29 AM – 6:14 PM	N/A: one peak hour trip	No service	No service
522	Palo Alto Transit Center	Eastridge Transit Center	4:39 AM – 11:26 PM	15	7:46 AM – 11:15 PM	15





**TABLE 3 EXISTING TRANSIT SERVICES**

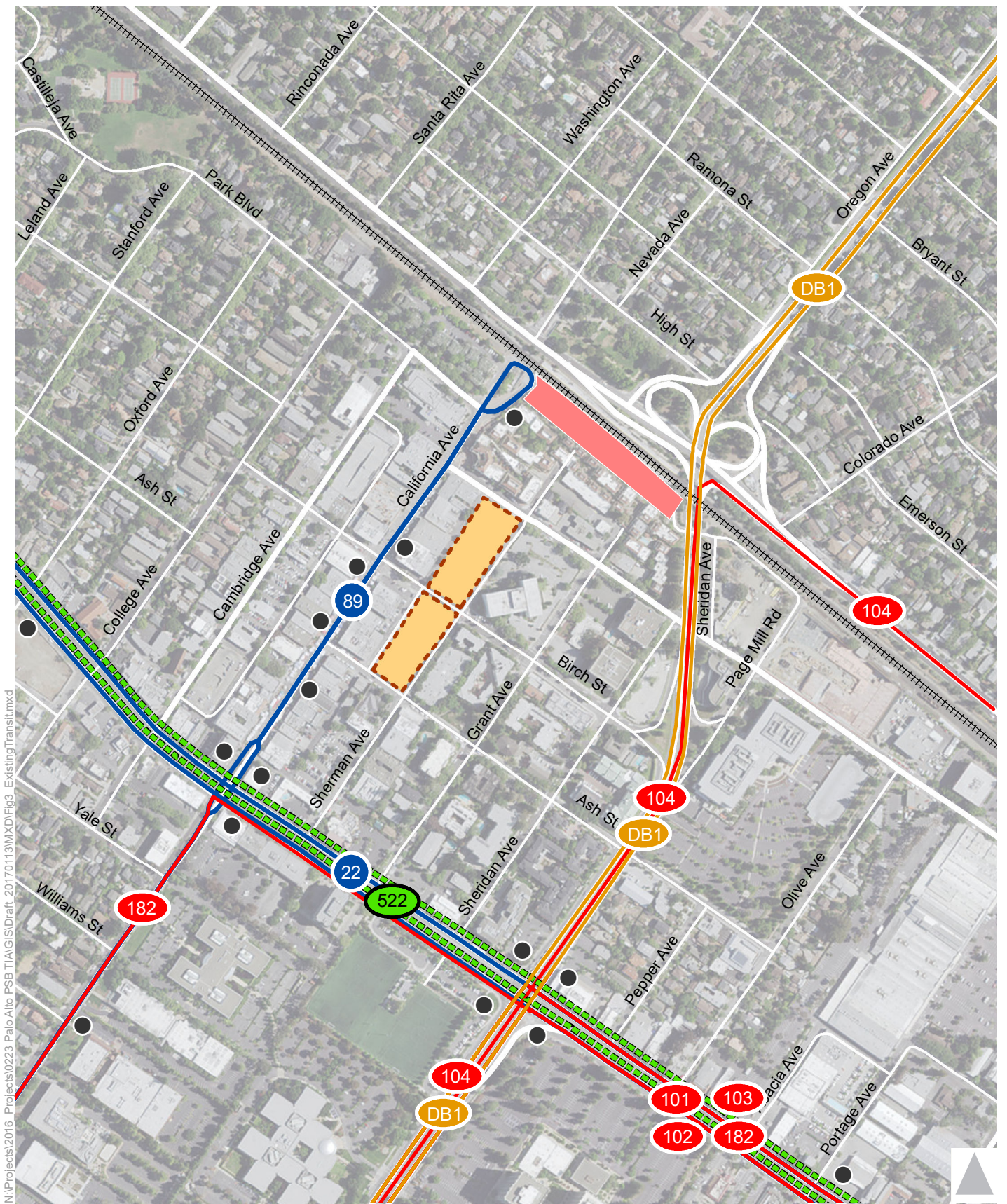
Route <sup>1</sup>	From	To	Weekdays		Weekends	
			Operating Hours	Headways <sup>2</sup> (minutes)	Operating Hours	Headways <sup>2</sup> (minutes)
<b>Caltrain</b>						
Caltrain California Avenue	San Francisco	Gilroy	4:30 AM – 1:34 AM	20-40	7:00 AM – 12:08 AM	60
<b>AC Transit</b>						
Dumbarton Express (DB1)	Union City BART	3475 Deer Creek Road	5:26 AM – 8:43 PM	20	No service	No service
<b>Stanford Marguerite Shuttle System</b>						
1050 Arastradero (1050 A)	Li Ka Shing Center	1050/1070 Arastradero Road	7:00 AM – 7:10 PM	20-25	No service	No service
Research Park (RP)	Palo Alto Transit Center	3475/3500 Deer Creek Road	6:31 AM – 7:33 PM	20-40	No service	No service
Shopping Express (SE)	Palo Alto Transit Center	Showers Drive @ Walmart	3:15 PM – 4:15 PM	50-60	9:35 AM – 11:08 PM	50-60

Notes:

1. Weekday and weekend services of November 2016.
2. Headways are defined as the time between transit vehicles on the same route (e.g. time between two Route 22 buses stopping at the Page Mill Road and El Camino Real intersection bus stops).

Sources: VTA, 2017; Caltrain, 2017; Stanford University, 2017.





N:\Projects\2016 Projects\0223 Palo Alto PSB TIA\GIS\Draft\_20170113\MXD\Fig3\_ExistingTransit.mxd



- Caltrain Station
- Caltrain Route
- Project Site
- Dumbarton Express
- VTA Rapid
- VTA Express
- VTA Local
- Bus Stop

Figure 4  
Existing Transit Facilities

## EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted at the study locations on September 2016 on clear days with area schools in-session. During the periods that counts were conducted, construction was on-going at 385 Sherman Avenue, which resulted in the following road closures near the Project site:

- Eastbound closure of Sherman Avenue between Ash Street and Birch Street
- Northbound closure of Ash Street between Grant Ave and Sherman Ave

These closures caused minor rerouting for vehicles, particularly at the Birch Street / Sherman Avenue (study intersection 3), Ash Street / Sherman Avenue, and Ash Street / Grant Street intersections. To ensure that the traffic volumes in the area used were not substantially skewed due to the road closures, the 2016 counts at the Park Boulevard, Birch Street, and Ash Street intersections were compared to 2013 counts to determine if there were any substantial count discrepancies in data between the two years. The comparison revealed that traffic volumes and patterns were similar between 2013 and 2016, and thus, were not greatly affected by the closures. However, several turning movements at the Birch Street / Sherman Avenue intersection were closed in 2016 and the volumes were slightly lower than three years prior. Thus, 2013 counts were used for this location.

For the study intersections, the single (i.e., peak) hour with the highest traffic volumes during the count period was identified. Existing lane configurations and signal timings were obtained through field observations. The peak hour volumes are presented on **Figure 5** along with the existing lane configurations and traffic controls. Detailed traffic count data are contained in **Appendix A**.

## EXISTING PARKING

The existing parking lots (Lots C-6 and C-7) on the Project site currently provides 300 total parking spaces. These lots are open to the public and include a two-hour limit. Parking occupancy counts were also conducted at the site in October 2016 for purposes of estimating vehicle trip generation rates for Lots C-6 and C-7. More information about these counts is presented in Chapter 3.

On-street parking with two-hour time limits between 8 AM and 5 PM are also provided on Cambridge Avenue, California Avenue, Sherman Avenue, and Ash Street. Non-time regulated on-street parking is provided on residential streets near the Project site, such as Grant Avenue and Sheridan Avenue.



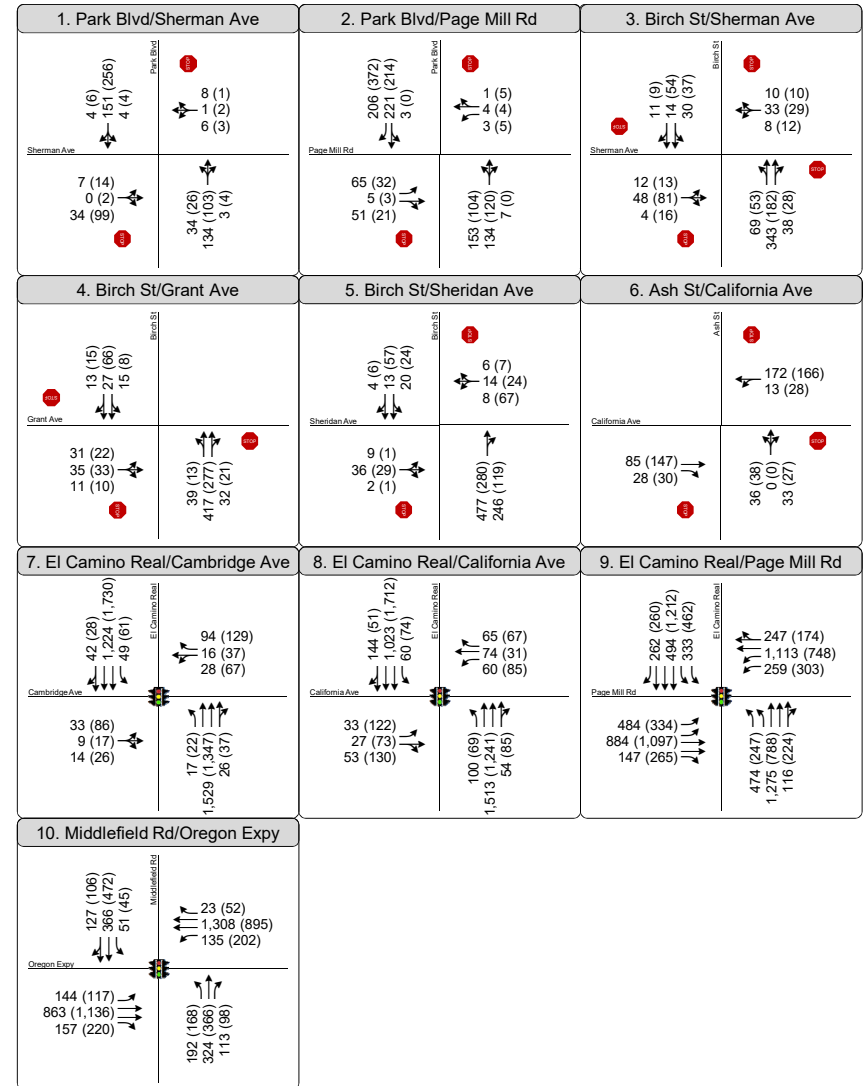
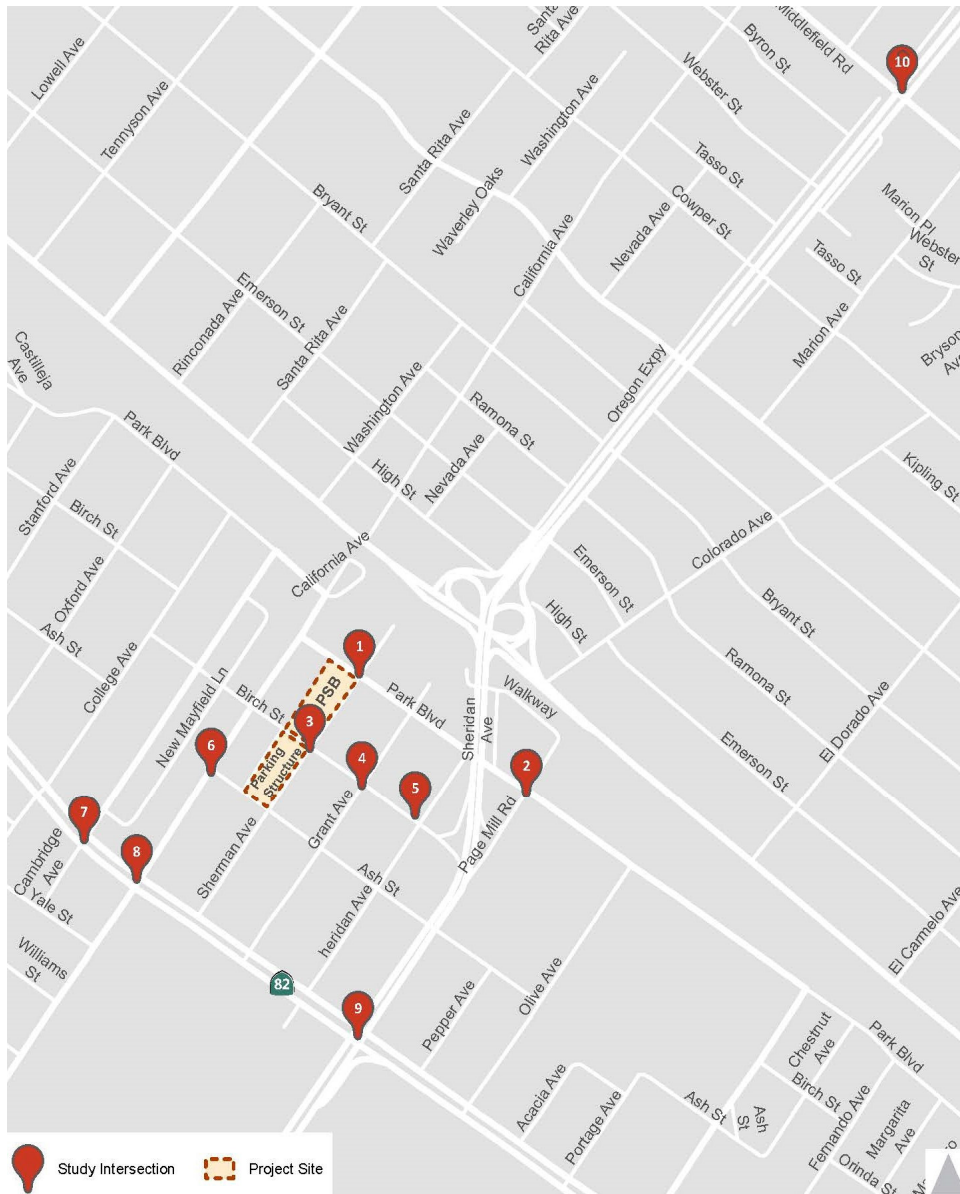


Figure 5  
Traffic Volumes and Lane Configurations  
Existing (2016) Conditions - AM & PM Peak Hours



The City is currently proposing a new Residential Preferential Parking (RPP) program in the Evergreen Park and Mayfield neighborhoods. This program would allow residents or employees in the Evergreen Park and Mayfield neighborhoods to purchase permits that would provide them with unrestricted parking on the streets. Vehicles parked on the residential streets without a permit would be subject to the signed time-limits and would be cited if they are parked beyond that period. In May 2016, City Council directed staff to proceed with the implantation of the RPP program.

## EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and turning movement volumes were used to calculate the levels of service for the key intersections during each peak hour. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions are presented in **Table 4. Appendix C** contains the corresponding LOS calculation sheets. The results of the LOS calculations indicate that all study intersections operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for CMP intersections) during the AM and PM peak hours.

## FIELD OBSERVATIONS

Field observations of the study intersections were conducted during the morning and evening peak periods in September 2016. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection LOS and (2) to identify any locations where the LOS calculation does not accurately reflect actual operations in the field. In most cases, the intersections were observed to operate at the calculated levels of service for each peak hour. However, in a few locations, a few differences were identified between the observed and calculated intersection operations.

El Camino Real serves heavy traffic volumes during both peak hours and long vehicle queues were observed in both the northbound and southbound directions. The El Camino Real and Page Mill Road intersection is very congested on all approaches during both peak periods.

During the PM peak hour, the southbound queue on El Camino Real vehicle queue can extend from Page Mill Road all the way past Stanford Avenue. The southbound queues on Cambridge Avenue, California Avenue, and Page Mill Road intersections on El Camino Real would need multiple cycles to clear the intersection. The northbound approach on El Camino Real and Page Mill Road also has long vehicle queues; however, the queues were observed to disperse more quickly than the southbound queues.

Page Mill Road/Oregon Expressway also experiences long vehicle queues during the peak periods at the El Camino Real intersection. The southbound queues on Page Mill Road can extend from El Camino Real to



Bryant Street during both AM and PM peak periods, and the northbound queue can extend as far back to the HP office driveway during the PM peak period.

**TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE**

	<b>Intersection</b>	<b>Control<sup>1</sup></b>	<b>Peak Hour</b>	<b>Delay<sup>2</sup></b>	<b>LOS<sup>3</sup></b>
1	Park Boulevard / Sherman Avenue	SSSC	AM PM	10.3 12.2	B B
2	Park Boulevard / Page Mill Road	SSSC	AM PM	18.4 15.1	C C
3	Birch Street / Sherman Avenue	AWSC	AM PM	9.3 8.6	A A
4	Birch Street / Grant Street	AWSC	AM PM	13.1 11.4	B B
5	Birch Street / Sheridan Avenue	SSSC	AM PM	27.5 16.9	D C
6	Ash Street / California Avenue	AWSC	AM PM	8.1 8.4	A A
7	El Camino Real / Cambridge Avenue	Signal	AM PM	14.5 17.0	B B
8	El Camino Real / California Avenue	Signal	AM PM	21.6 28.5	C+ C
9	El Camino Real / Page Mill Road*	Signal	AM PM	60.1 47.0	E D
10	Middlefield Road / Oregon Expressway*	Signal	AM PM	49.7 54.7	D D-

Notes:

1. SSSC = Side-Street-Stop Controlled; AWSC = All-Way-Stop Controlled
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.

**Bold text** indicates deficient intersection operations.

\* Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, 2017



### 3.0 EXISTING PLUS PROJECT CONDITIONS

This chapter presents the impacts of the proposed Project on the surrounding roadway system under Existing plus Project Conditions. First, the method used to estimate the amount of traffic generated by the Project is described. Then, the results of the LOS calculations for Existing plus Project Conditions are presented. Existing plus Project Conditions are defined as Existing Conditions plus traffic generated by the proposed Project. A comparison of intersection operations under Existing plus Project and Existing Conditions is presented and the immediate-term impacts of the Project on the study intersections are discussed.

#### PROJECT TRAFFIC ESTIMATES

The proposed Project is located at the corner of Sherman Avenue and Birch Street, and would remove the existing surface parking lots (i.e. Lots C-6 and C-7) with a total of 300 spaces to construct a new three-story Public Safety Building (PSB) that would range in size between 45,000 to 50,000 square feet on Lot C-6 and, and a new public parking structure with approximately 460 to 560 parking spaces (i.e., 160 to 260 net new spaces) with 4,700 square feet of retail on Lot C-7. The maximum quantities of building area and parking spaces for the PSB and Parking Structure, respectively, were analyzed to provide a conservative analysis. A summary of the existing and proposed development on the Project site is shown in **Table 5**.

**TABLE 5: EXISTING AND PROPOSED DEVELOPMENT**

Use	Existing	Proposed	Net Change
Lots C-6 & C-7	300 spaces	-	-300 spaces
Public Safety Building (PSB)	-	50,000 s.f.	50,000 s.f.
Parking Structure	-	560 spaces	560 spaces
Retail	-	4,700 s.f.	4,700 s.f.
<b>Net New Total</b>			<b>50,000 s.f. of PSB 260 spaces 4,700 s.f. of retail</b>

Source: City of Palo Alto, 2017  
s.f. = square feet



## TRIP GENERATION ESTIMATES

Fehr & Peers prepared trip estimates using two sources of data:

- trip generation surveys, and
- published industry data.

The vehicle trip estimates for the proposed Public Safety Building (PSB) were developed based on trip generation studies for similar facilities conducted by Portland State University (PSU) and at the Central Police precinct of Vancouver, Washington. The weekday PM peak hour rate is based on surveys conducted at four police stations in the Portland Metro Area, and average weekday and AM peak hour trip generation rates are based on surveys conducted in Vancouver. A 50/50 split for inbound and outbound trips was used for PSB-generated traffic. **Appendix B** contains the trip generation information for the described police stations.

Vehicle trip estimates for the net new parking spaces were estimated based on parking surveys conducted at the two existing parking lots (Lots C-6 and C-7) during the AM and PM peak periods. The parking surveys were used to determine the existing parking turnover rates. During the time the parking surveys were conducted, building construction immediately adjacent to the parking lots at 385 Sherman Avenue occurred, which resulted in some contractors parking in the two lots. The parking surveys and field observations revealed that during the AM peak period, a maximum of 10 percent of the total parking spaces in the two lots were occupied by contractors. Given the relatively low contractor parking occupancy, the contractor parking was included in the trip calculation to provide a conservative analysis.

The parking surveys were conducted on Wednesday, October 19, 2016 from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. The number of parked vehicles and the last four digits of each license plate were recorded once per hour to determine the timing of inbound and outbound trips. The total number of peak hour trips was divided by the total number of parking spaces to determine a trips/space rate. **Table 6** shows the existing vehicle trip rates and the inbound and outbound split of the parking lots based on the surveyed rates. These parking rates were used to calculate the net new trips for the proposed parking structure.

The parking structure is not expected to create a mode shift from non-auto modes to vehicles since the number of additional parking spaces is not that substantial. For example, if a person is currently biking to their destination in Evergreen Park, they will unlikely shift their transportation mode to driving just because the Project adds additional parking spaces. Therefore, the rates presented in Table 7 of the existing vehicle trip rates are appropriate to use in this study since the parking structure is not expected to induce vehicle travel.





**TABLE 6: VEHICLE TRIP RATES AT EXISTING PARKING LOTS**

Lot	Supply	Vehicle trips Per Parking Space					
		AM			PM		
		Rate	In %	Out %	Rate	In %	Out %
C-6	152	0.11	88%	13%	0.34	52%	48%
C-7	148	0.29	60%	40%	0.50	59%	41%
<b>OVERALL</b>	<b>300</b>	<b>0.19</b>	<b>67%</b>	<b>33%</b>	<b>0.42</b>	<b>56%</b>	<b>44%</b>

Source: Fehr & Peers, 2017

The trip estimates for the proposed retail in the base of the parking structure was based on data published in the Transportation Engineers (ITE) *Trip Generation 9<sup>th</sup> Edition* (2012). The rates for “Specialty Retail” (ITE Land Use Code 826) was used to develop the trip generation estimates for the proposed retail. The Specialty Retail rates does not provide AM peak hour rates; therefore, “Shopping Center” (ITE Land Use Code 820) rates were used for the AM peak hour.

## TRIP GENERATION

**Table 7** summarizes the Project’s estimated trip generation. The proposed Project is estimated to generate 2,822 net new daily trips, 129 net new AM peak hour trips (74 inbound and 55 outbound), and 238 net new PM peak hour trips (116 inbound and 122 outbound).



**TABLE 7: PROJECT VEHICLE TRIP GENERATION ESTIMATES**

Land Use	Trip Generation Source	Quantity <sup>1</sup>	Weekday		AM Peak Hour			PM Peak Hour				
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Public Safety Building	Supporting Studies <sup>2</sup>	50 ksf	29.74	1,487	1.48	33	33	66	1.90	42	43	85
Parking Structure (New Spaces Only)	Parking Surveys <sup>3</sup>	260 spaces	4.21	1,096	0.19	34	16	50	0.42	55	55	110
Specialty Retail	ITE <sup>4</sup>	4.74 ksf	Fitted Curve	239	0.96	3	2	5	Fitted Curve	14	19	33
<b>TOTAL NET NEW TRIPS</b>				<b>2,822</b>		<b>74</b>	<b>55</b>	<b>129</b>		<b>116</b>	<b>122</b>	<b>238</b>

Source: Fehr & Peers, 2017

Notes:

<sup>1</sup> ksf = 1,000 ksf

<sup>2</sup> Portland State University (PSU) study of four existing police stations in the Portland metropolitan area, Fall 2009

<sup>3</sup> Parking surveys conducted on lots C-6 and C-7 during the AM and PM peak periods. Daily parking surveys were not conducted, thus, assumed that the PM rate represents 10% of the daily.

<sup>4</sup> Specialty Retail uses Fitted Curve Equation

Used Shopping Center rates for AM peak hour since Specialty Retail does not provide AM rates.

Daily:  $T = 42.78(X) + 37.66$ ; PM:  $T = 2.40(X) + 21.48$

N/A = No trip rates or fitted curve equation for AM peak hour



## TRIP DISTRIBUTION AND ASSIGNMENT

The direction of approach and departure of the Project trips were based on the locations of complementary land uses (e.g. areas of the City to be patrolled, PSB employee residential areas, existing police station), existing travel patterns in the area, and patterns used in other studies. The trip distribution pattern is shown in **Figure 6**. The general direction of approach and departure are listed in **Table 8**.

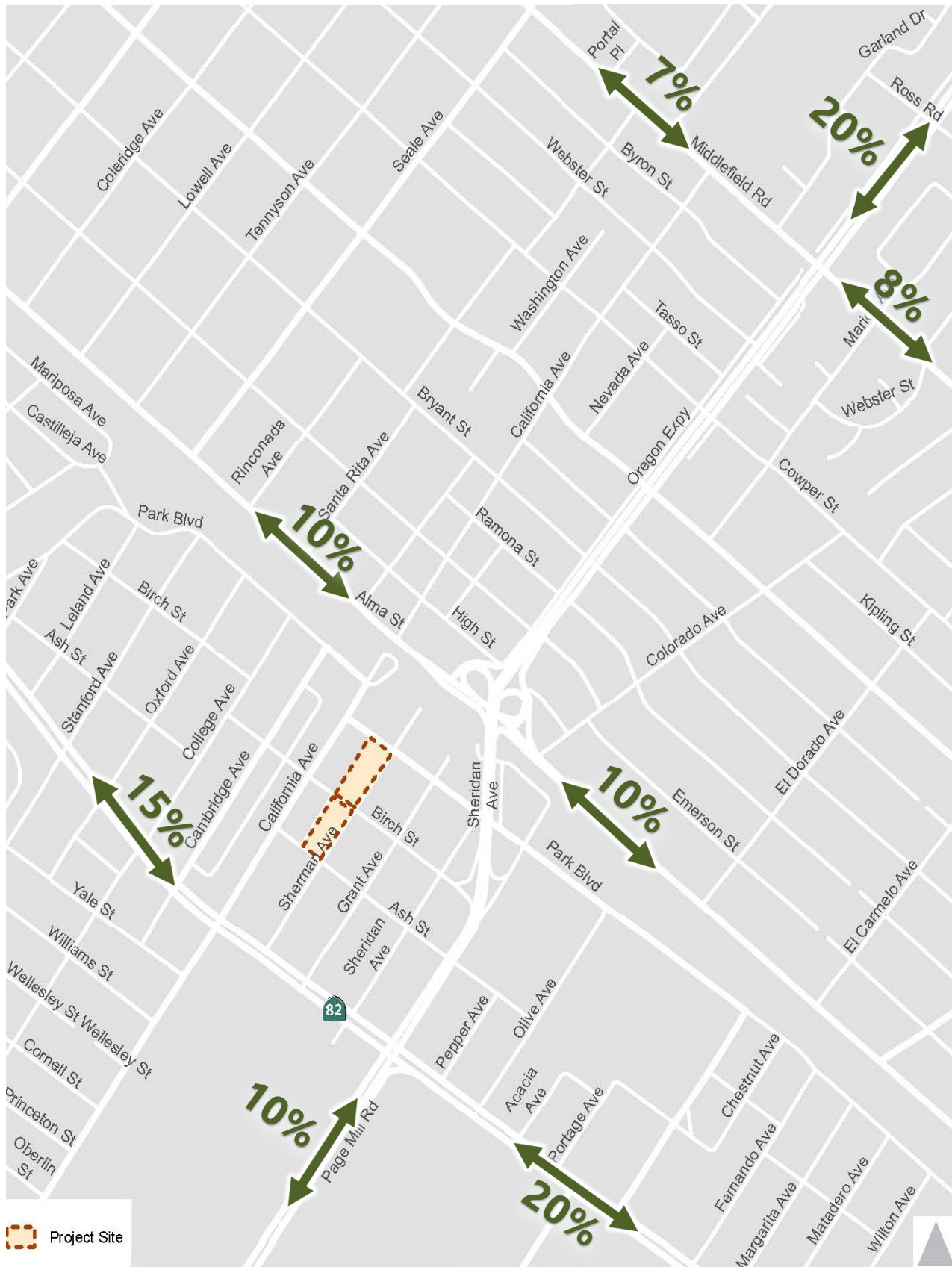
Given that parking facilities are not typically traffic generators by themselves, the trip distribution in Table 9 was only applied to the PSB-related trips. Trips are actually generated by the nearby retail, office and residential uses, and parking lots or structures simply provide vehicle storage. The Parking Structure trips are generally going to be existing vehicles that currently park at adjacent facilities (e.g. street parking, Lot C-8, etc.), but now park in the new Parking Structure. Therefore, the parking structure trips were only added to the adjacent intersections in the immediate vicinity of the site (i.e. Sherman Ave/Birch St [Int. 3], California Avenue/Ash Street [Int. 6], Sherman Ave/Ash St, and California Ave/Birch St) to account for the re-routing of the existing parking trips.

**TABLE 8: TRIP DISTRIBUTION**

Direction	Percentage
Middlefield Road north	7%
Middlefield Road south	8%
Oregon Expressway east	20%
Alma Street north	10%
Alma Street south	10%
El Camino Real north	15%
El Camino Real south	20%
Page Mill Road west	10%
<b>Total</b>	<b>100%</b>

Source: Fehr & Peers, 2017

Project trips were assigned to the roadway network based on the trip distribution patterns discussed above. **Figure 7** shows the AM and PM peak hour Project trips assigned to each turning movement at the study intersections. The trip assignment was added to the existing volumes to establish volumes under Existing plus Project Conditions, as shown in **Figure 8**.



 Project Site


 Distribution Percentage



Figure 6  
Project Trip Distribution

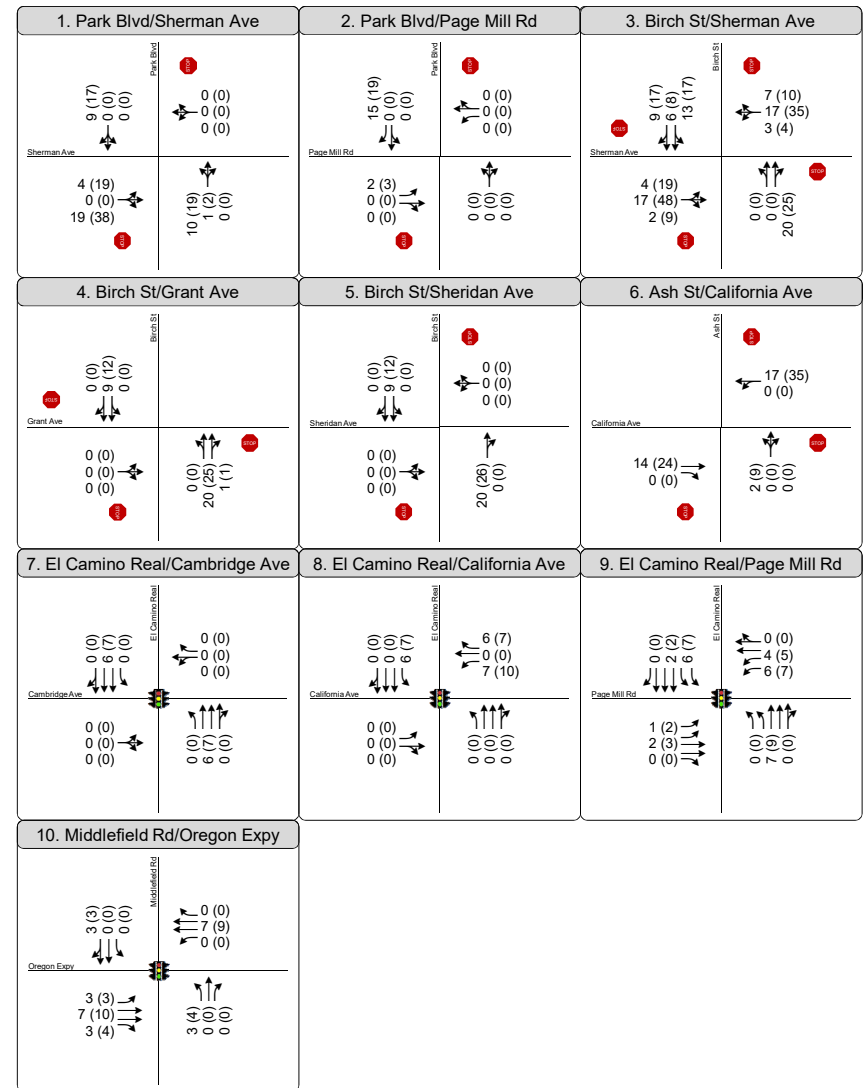
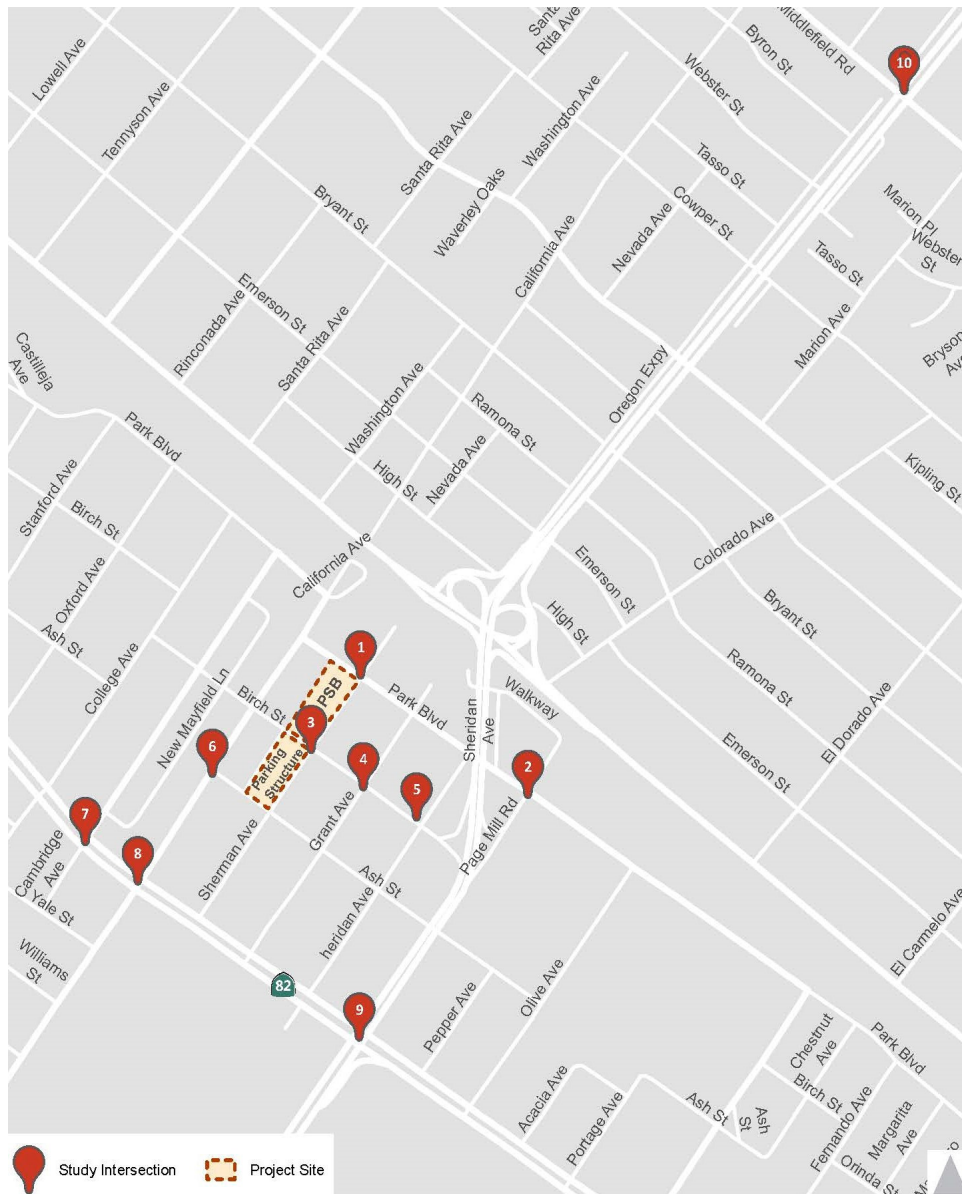
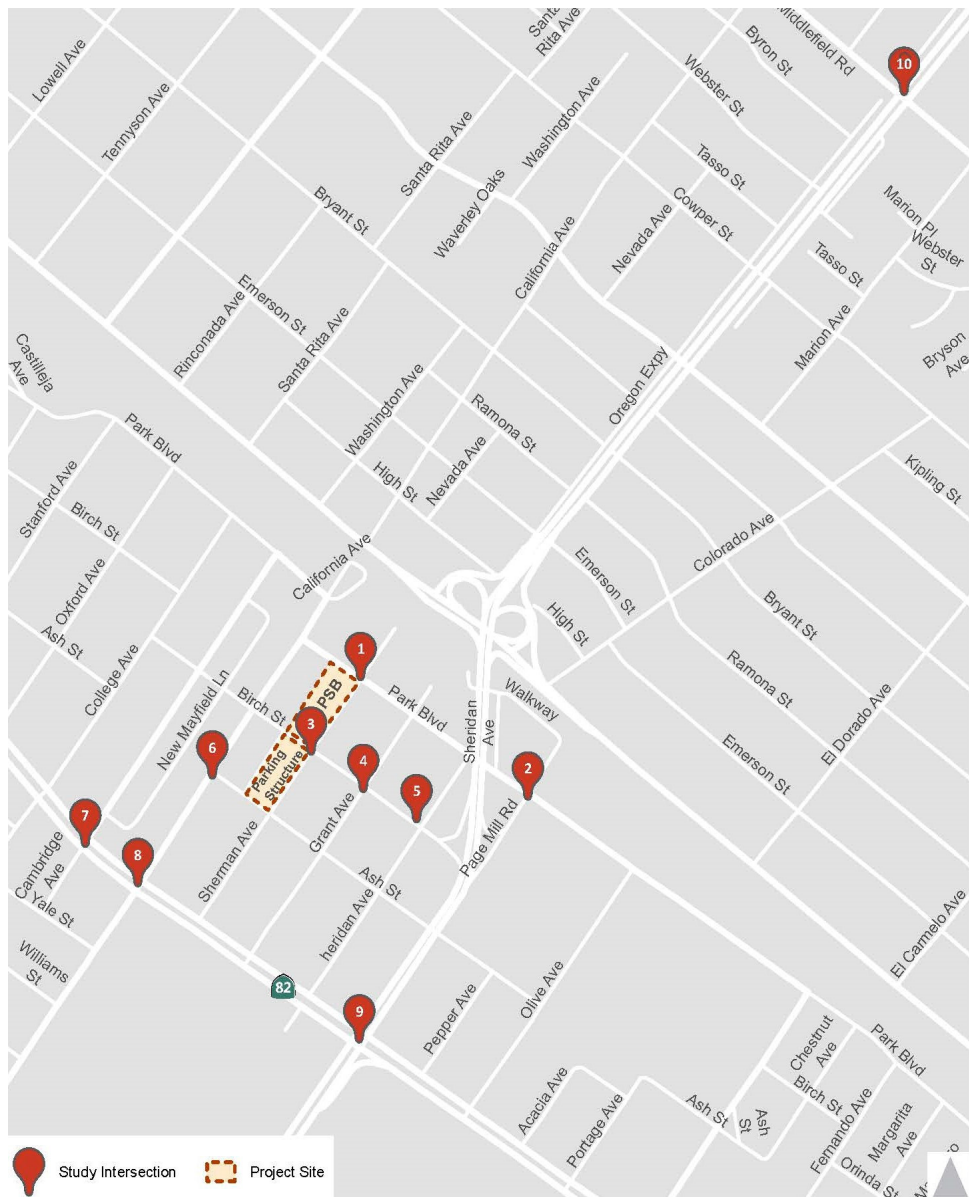


Figure 7  
Traffic Volumes and Lane Configurations  
Project Trip Assignment - AM & PM Peak Hours





 Study Intersection
  Project Site

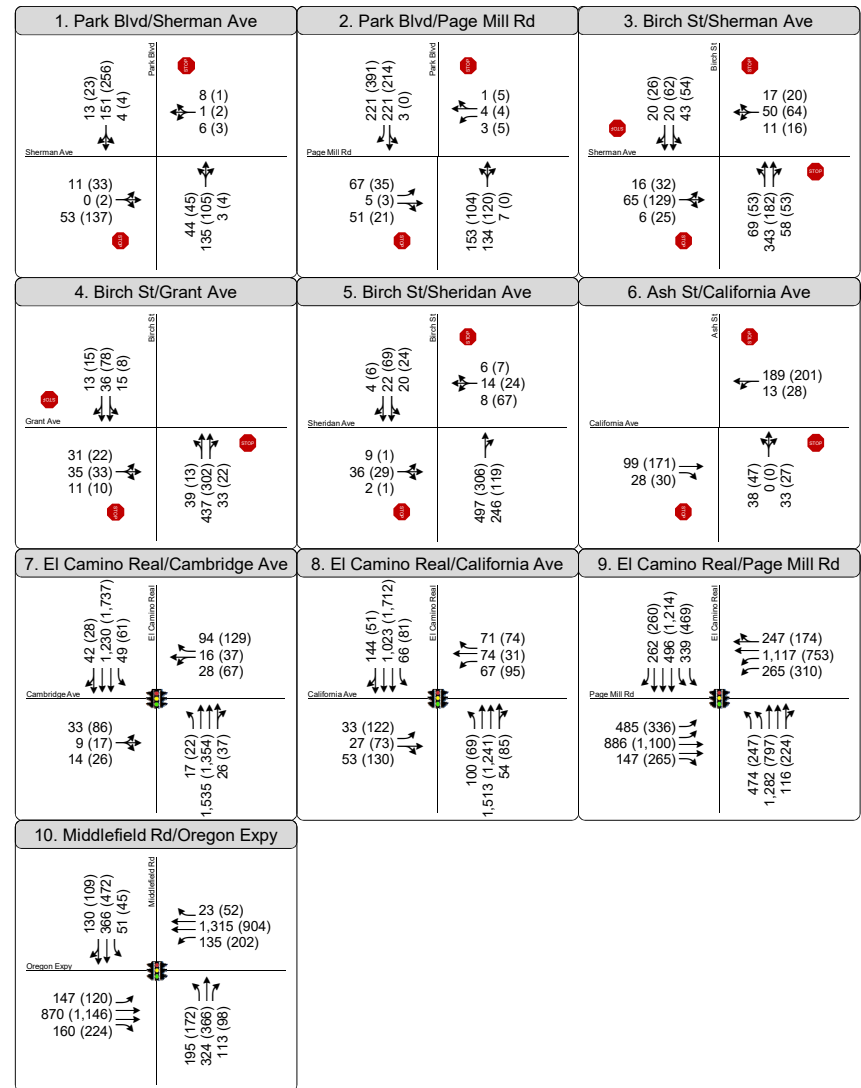


Figure 8  
 Traffic Volumes and Lane Configurations  
 Existing (2016) plus Project Conditions - AM & PM Peak Hours



## EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection LOS was calculated with the new traffic added by the proposed Project to evaluate intersections operating conditions of the and identify potential impacts to the roadway system. The results of the intersection LOS calculations for Existing plus Project Conditions are presented in **Table 10. Appendix C** contains the corresponding calculation sheets. The results for Existing Conditions are included for comparison purposes. **Table 9** also reports the change in critical delay and critical volume-to-capacity (V/C) ratios. The changes in critical delay and critical V/C ratios between Existing and Existing plus Project Conditions are used to identify significant impacts.

The results of the LOS calculations indicate that all study intersections are projected to operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for CMP intersections) during the AM and PM peak hours under Existing plus Project Conditions.

## EXISTING PLUS PROJECT INTERSECTION IMPACTS AND MITIGATION MEASURES

This section of the report evaluates the intersection LOS results presented in **Table 9** against the City of Palo Alto and VTA's criteria for significant intersection impacts and presents mitigation measures for identified impacts.

Given that the LOS calculations indicate that all study intersections are projected to operate at acceptable service levels based on the City of Palo Alto and VTA's criteria, the Project has a **less-than-significant impact at all study intersections under the Existing plus Project scenario**, and no traffic mitigation measures are needed.

**TABLE 9: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE**

	Intersection	Control	Peak Hour <sup>1</sup>	Existing Conditions		Existing with Project Conditions			
				Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Δ in Crit. V/C <sup>4</sup>	Δ in Crit. Delay <sup>5</sup>
1	Park Boulevard / Sherman Avenue	SSSC	AM PM	10.3 12.2	B B	10.5 13.3	B B	N/A – Unsignalized Intersection	
2	Park Boulevard / Page Mill Road	SSSC	AM PM	18.4 15.1	C C	18.6 15.3	C C	N/A – Unsignalized Intersection	
3	Birch Street / Sherman Avenue	AWSC	AM PM	9.3 8.6	A A	9.6 9.4	A A	N/A – Unsignalized Intersection	
4	Birch Street / Grant Street	SSSC	AM PM	13.1 11.4	B B	13.4 11.7	B B	N/A – Unsignalized Intersection	
5	Birch Street / Sheridan Avenue	SSSC	AM PM	27.5 16.9	D C	28.7 17.7	D C	N/A – Unsignalized Intersection	
6	Ash Street / California Avenue	AWSC	AM PM	8.1 8.4	A A	8.3 8.8	A A	N/A – Unsignalized Intersection	
7	El Camino Real / Cambridge Avenue	Signal	AM PM	14.5 17.0	B B	14.4 17.0	B B	0.001 0.001	0.0 0.0
8	El Camino Real / California Avenue	Signal	AM PM	21.6 28.5	C+ C	22.4 29.3	C+ C	0.008 0.006	1.1 0.7
9	El Camino Real / Page Mill Road*	Signal	AM PM	60.1 47.0	E D	60.7 47.3	E D	0.002 0.008	0.4 0.6
10	Middlefield Road / Oregon Expressway*	Signal	AM PM	49.7 54.7	D D-	49.9 54.9	D D-	0.007 0.008	0.5 0.4

Notes:

1. SSSC = Side-Street-Stop Controlled; AWSC = All-Way-Stop Controlled
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical movement delay between Existing and Project Conditions for signalized intersections. N/A = Not applicable for unsignalized intersections.
5. Change in critical movement delay between Existing and Project Conditions for signalized intersections. N/A = Not applicable for unsignalized intersections.

**Bold text** indicates deficient intersection operations.



## PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

Project impacts to off-site pedestrian, bicycle, and transit facilities and services based on the criteria presented in Chapter 1 are discussed in this section. Project pedestrian, bicycle, and transit impacts regarding site access are discussed in Chapter 6: Site Access and On-Site Circulation.

The Project, particularly the PSB, will generate some new pedestrian and bicyclists. The site is located approximately 700 feet from the Caltrain California Avenue train station, and within 200 feet of two bus stops on California Avenue. Thus, the Project is expected to generate pedestrian demand that will require sidewalks or paths for safe and convenient travel to and from these destinations, as well as the retail, offices and service opportunities located on California Avenue and other streets. Existing sidewalks are provided adjacent to and near the Project site and could accommodate the additional pedestrians generated by the Project. In addition, crosswalks and pedestrian signals are provided at all signalized study intersections in the study area. Thus, the impact to pedestrian facilities is considered **less-than-significant**, and no mitigation measures are needed.

The Project is not expected to create a hazardous condition that currently does not exist for pedestrians and bicyclists, and would not interfere with pedestrian or bicycle accessibility to the site and adjoining areas. Bicycle travel around the site is on lower volume and lower speed streets, and therefore, it is more conducive to bicycling. Furthermore, the Project does not conflict with existing and planned bicycle facilities; thus, the impact to bicycle facilities is considered **less-than-significant** and no mitigation measures are needed.

The Project is expected to generate some new demand for transit services and facilities. The Project site is served by VTA and Stanford Marguerite bus stops located at the El Camino Real/Page Mill Road intersection and along California Avenue. The PSB portion of the proposed Project is estimated to generate a small number of new transit passengers, which would be distributed across multiple bus routes, shuttles, and Caltrain. Accordingly, the existing transit service is expected to accommodate the additional demand generated by the Project, and therefore, is expected to be **less-than-significant**.

## 4.0 BACKGROUND CONDITIONS

This chapter presents the results of the LOS calculations under Background Conditions with and without the Project. Traffic volumes for Background No Project Conditions comprise existing volumes *plus* traffic generated by “approved but not yet constructed” and “unoccupied” development near the site *plus* growth from development in the greater study area. Background plus Project Conditions are defined as Background No Project Conditions plus net new traffic generated by the proposed Project.

### BACKGROUND NO PROJECT TRAFFIC VOLUMES

Staff from the City of Palo Alto provided a list of development projects in the study area that are expected to add traffic to the study intersections in the near future. Trip generation estimates were obtained from their respective traffic reports or estimated based on trip generation rates published in the Institute of Transportation Engineers *Trip Generation* (9<sup>th</sup> Edition). The trips for each of the background projects were then assigned to the roadway network based on population and employment data, existing and future travel patterns, and recent TIA’s completed in the area.

The approved projects include:

- 2555 Park Boulevard (23,269 square feet of office space)
- 2500 & 2600 El Camino Real (70 apartments, 6,253 square feet of retail, and 747 square feet of coffee shop)
- 2747 Park Boulevard (33,300 square feet of office)
- 3045 Park Boulevard (29,120 square feet of office)
- 385 Sherman Avenue (55,560 square feet of office and 4 dwelling units)
- 2515 & 2585 El Camino Real (13 Condominiums, 10,122 square feet of retail, 9,825 square feet of office)
- 2209 El Camino Real (2,000 square feet of walk-in bank, 3,400 square feet of office, 4 dwelling units)

Furthermore, an annual growth rate was applied to the through movements on El Camino Real to represent the increase in regional traffic from future developments outside of the study area. The El Camino Real annual growth rate was obtained from the City’s Travel Demand Model and applied to existing traffic counts to account for regional growth. This growth rate was compounded over five-year timeframe (2016 to 2021) up to full development of the proposed Project.

**Figure 9** presents the AM and PM peak-hour turning movement volumes at the study intersections under this scenario.

## BACKGROUND ROADWAY IMPROVEMENTS

The following study intersections are expected to be modified prior to completion of the proposed Project due to planned and funded improvements:

- *Park Boulevard / Page Mill Road (Intersection #2)* – The addition of a northbound left-turn lane.<sup>2</sup>

No other approved and funded transportation network improvements were identified that would be constructed and operational prior to Project completion. **Figure 9** also presents the lane configurations and traffic control devices at the study intersections under this scenario.

## BACKGROUND WITH PROJECT INTERSECTION VOLUMES

Trips generated from the proposed Project (**Figure 6**) were added to the Background traffic projects to develop traffic volumes for Background plus Project Conditions. The resulting volumes are shown on **Figure 10**.

## BACKGROUND INTERSECTION LEVELS OF SERVICE

**Table 10** presents the delay and LOS calculation results for the study intersections under Background No Project and Background plus Project Conditions. **Appendix C** contains the corresponding calculation sheets.

The El Camino Real/Cambridge Avenue intersection shows a reduction in average delay with the addition of Project traffic. This is because the average delay values presented in the table are intersection weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a high volume and low to moderate delays, such as through movements on El Camino Real. Conversely, relatively small volume increase to movements with high delays can substantially increase the weighted average.

---

<sup>2</sup> Project improvement associated with 195 Page Mill Road.

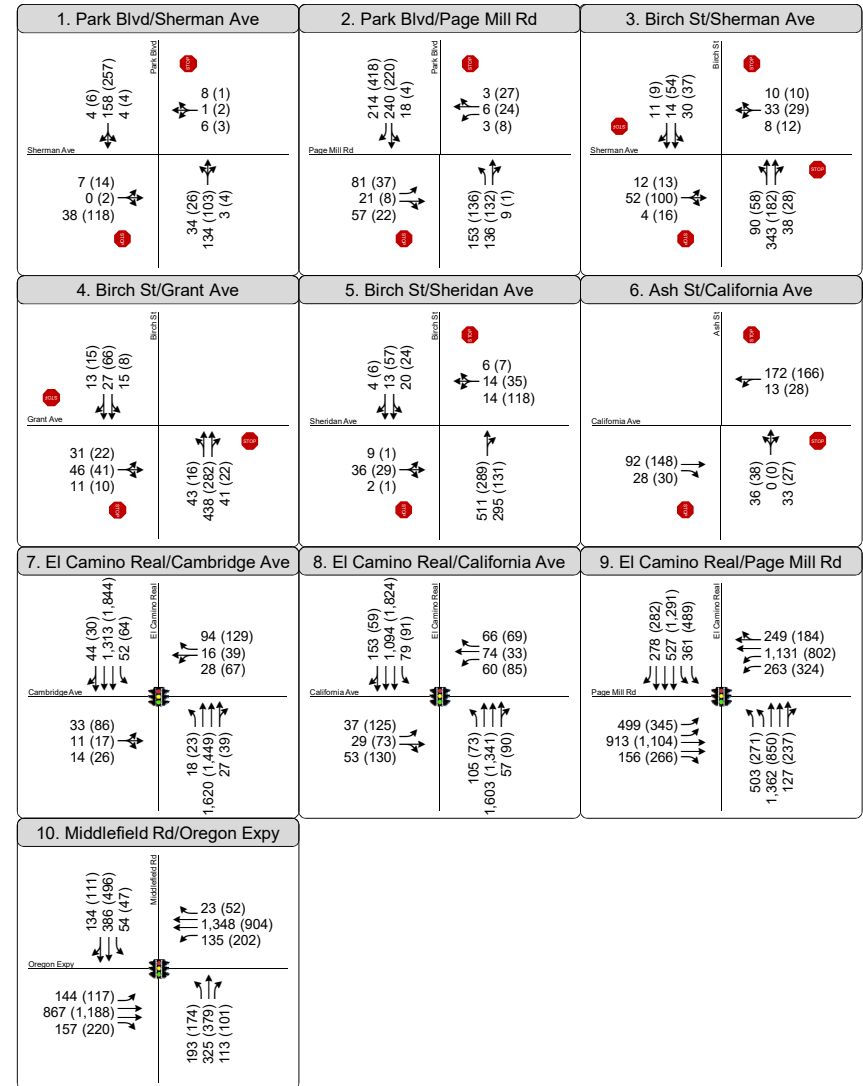
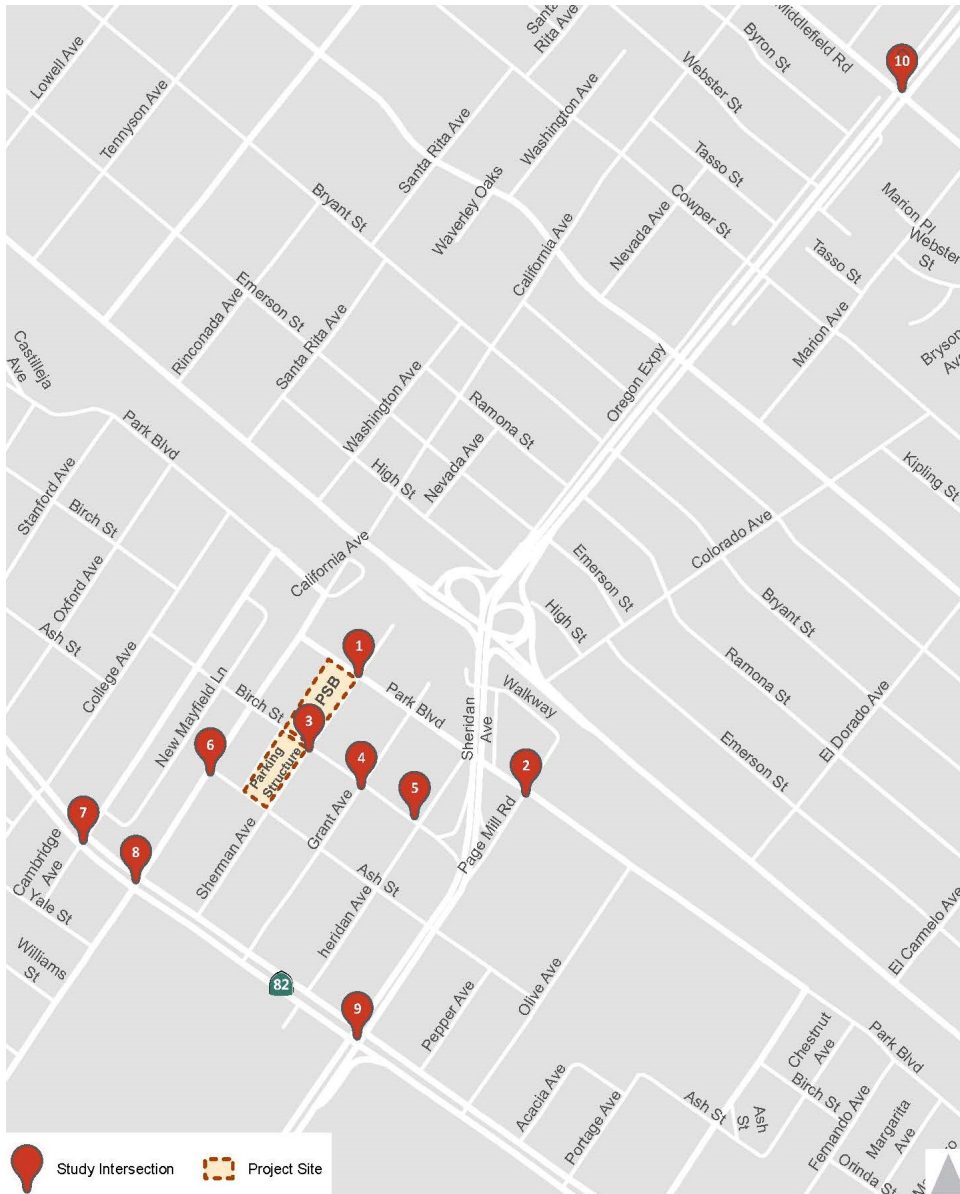


Figure 9  
Traffic Volumes and Lane Configurations  
Background Conditions - AM & PM Peak Hours



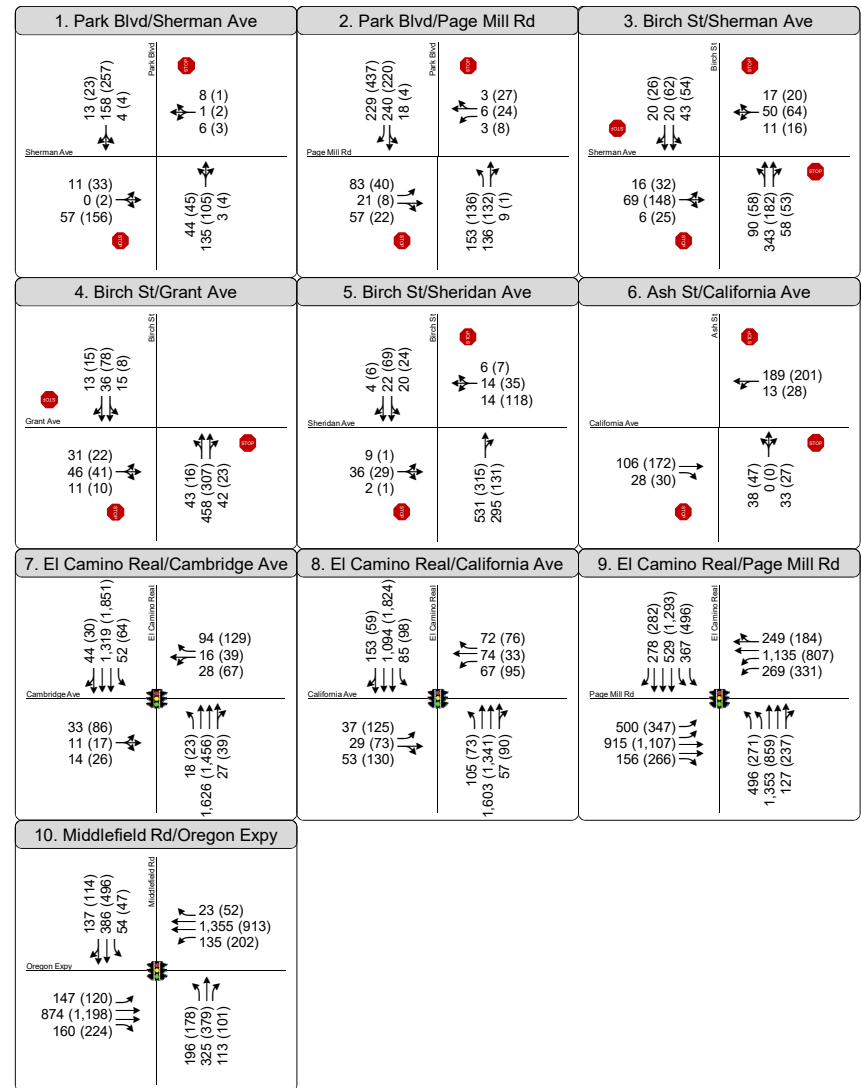
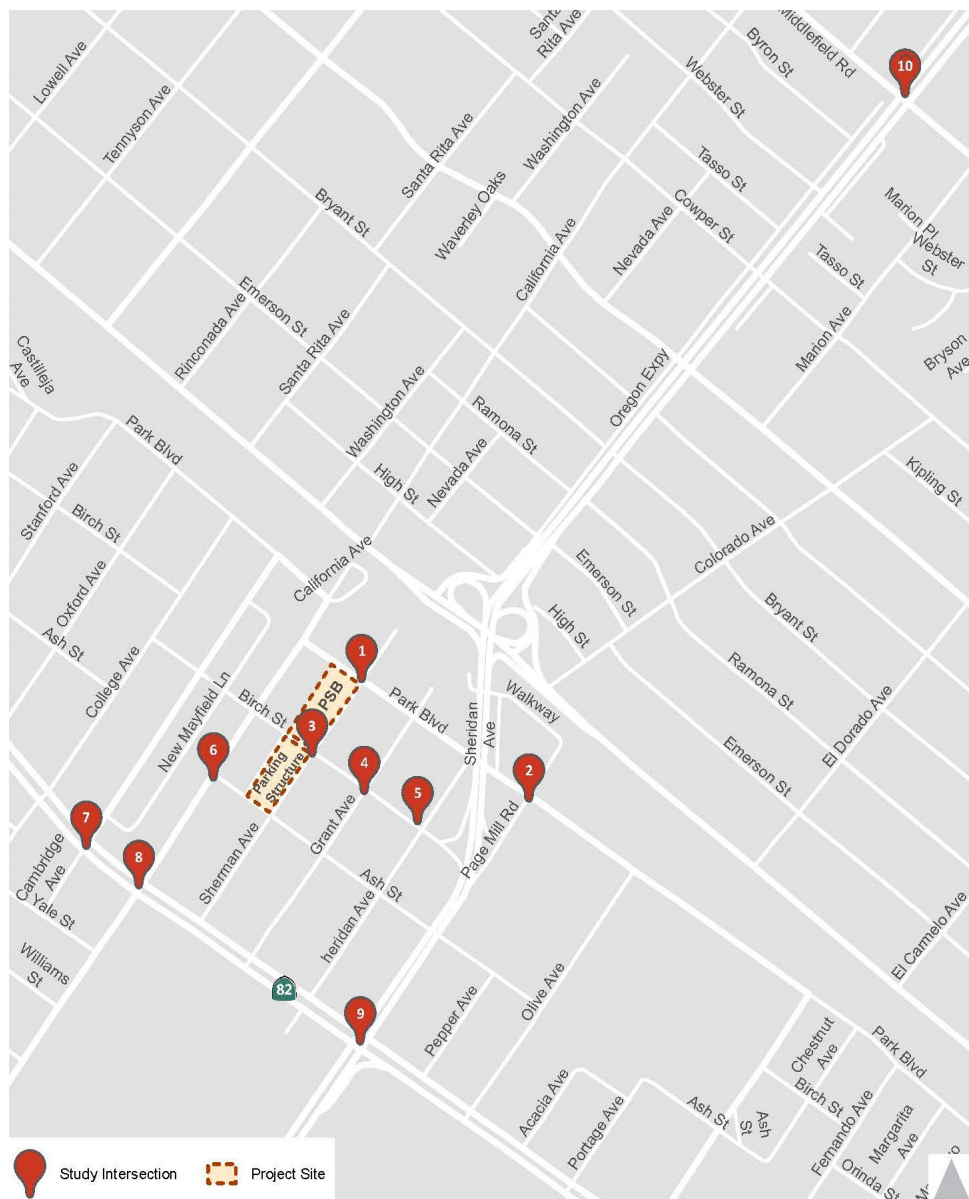


Figure 10  
Traffic Volumes and Lane Configurations  
Background plus Project Conditions - AM & PM Peak Hours



**TABLE 10: BACKGROUND AND BACKGROUND PLUS PROJECT INTERSECTIONS LEVEL OF SERVICE**

Intersection	Control	Peak Hour <sup>1</sup>	Background Conditions		Background plus Project Conditions			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Δ in Crit. V/C <sup>4</sup>	Δ in Crit. Delay <sup>5</sup>
1 Park Boulevard / Sherman Avenue	SSSC	AM PM	10.3 12.4	B B	10.6 13.5	B B	N/A – Unsignalized Intersection	
2 Park Boulevard / Page Mill Road	SSSC	AM PM	18.4 18.0	C C	18.7 18.4	C C	N/A – Unsignalized Intersection	
3 Birch Street / Sherman Avenue	AWSC	AM PM	9.5 8.7	A A	9.8 9.6	A A	N/A – Unsignalized Intersection	
4 Birch Street / Grant Street	SSSC	AM PM	14.1 11.8	B B	14.5 12.1	B B	N/A – Unsignalized Intersection	
5 Birch Street / Sheridan Avenue	SSSC	AM PM	31.0 20.8	D C	32.5 22.2	D C	N/A – Unsignalized Intersection	
6 Ash Street / California Avenue	AWSC	AM PM	8.2 8.5	A A	8.3 8.8	A A	N/A – Unsignalized Intersection	
7 El Camino Real / Cambridge Avenue	Signal	AM PM	14.1 16.6	B B	14.1 16.5	B B	0.001 0.001	0.0 0.0
8 El Camino Real / California Avenue	Signal	AM PM	22.1 28.5	C+ C	22.8 29.4	C+ C	0.008 0.006	1.0 0.7
9 El Camino Real / Page Mill Road*	Signal	AM PM	64.3 48.9	E D	64.5 49.2	E D	-0.001 0.008	-0.4 0.7
10 Middlefield Road / Oregon Expressway*	Signal	AM PM	53.7 53.4	D- D-	54.0 53.7	D- D-	0.007 0.006	0.5 0.4

Notes:

1. SSSC = Side-Street-Stop Controlled; AWSC = All-Way-Stop Controlled
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical movement delay between Background and Project Conditions. N/A = Not applicable for unsignalized intersections.
5. Change in critical movement delay between Background and Project Conditions. N/A = Not applicable for unsignalized intersections.

**Bold text** indicates deficient intersection operations.

\* Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, 2017

without and with the proposed Project.

## BACKGROUND INTERSECTION IMPACTS AND MITIGATION MEASURES

This section of the report evaluates the intersection LOS results presented in **Table 10** against the City of Palo Alto and VTA's criteria for significant impacts and presents mitigation measures for identified impacts.

Given that the LOS calculations indicate that all study intersections are projected to operate at acceptable service levels based on the City of Palo Alto and VTA's criteria, the Project has a **less-than-significant impact at all study intersections under the Background plus Project scenario**, and no mitigation measures are needed.

## PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The Project impact to pedestrian, bicycle, and transit facilities are discussed in the Existing plus Project Conditions Chapter, and similar results are expected under the Background plus Project scenario. While the Project is expected to generate new non-auto trips, the existing pedestrian, bicycle, and transit facilities could accommodate the anticipated additional demand. Furthermore, the *City of Palo Alto Bicycle + Pedestrian Transportation Plan* (May 2012), includes the identification of a bicycle boulevard on Park Boulevard. This Project does not conflict with that planned bicycle facility. Therefore, the Project's impact to the pedestrian, bicycle, and transit facilities is considered **less-than-significant**, and no mitigation is needed.

## 5.0 CUMULATIVE CONDITIONS

This chapter presents the results of the intersection LOS calculations under Cumulative Conditions with and without the Project. Cumulative No Project Conditions are defined as existing volumes plus traffic generated by all foreseen development projects that would affect the transportation system in the study area, including “approved but not yet constructed”, as well as pending development projects that have not yet been approved. Cumulative with Project Conditions are defined as Cumulative without Project Conditions plus traffic generated by the proposed Project.

### CUMULATIVE NO PROJECT TRAFFIC VOLUMES

Traffic projections for Cumulative Conditions were estimated based on the City’s Travel Demand Forecasting Model, which uses land use and socioeconomic attributes in Traffic Analysis Zones (TAZs) to generate and assign traffic across the roadway network. This model accounts for traffic growth both in the City and in the greater Peninsula region. Per the City’s direction, the future year model with the Comprehensive Plan’s Alternative 1 land use was used to estimate future year growth. **Figure 11** presents the AM and PM peak-hour turning movement volumes at the study intersection under Cumulative No Project Conditions.

### CUMULATIVE ROADWAY IMPROVEMENTS

The following approved and funded improvements are included at the study intersections under Cumulative Conditions:

- *Park Boulevard / Page Mill Road (Intersection #2)* – The addition of a northbound left-turn lane.<sup>3</sup>
- *El Camino Real / Page Mill Road (Intersection #9)* – The addition of a westbound right-turn lane.<sup>4</sup>

No other approved and funded transportation network improvements were identified that would be constructed under Cumulative Conditions.

---

<sup>3</sup> Project Improvement associated with 195 Page Mill Road.

<sup>4</sup> City of Palo Alto – California Avenue Streetscape project.



## CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Trips generated from the proposed Project (**Figure 6**) were added to the Cumulative No Project traffic projections (**Figure 11**) to develop traffic volumes for Cumulative plus Project Conditions. The resulting volumes are shown in **Figure 12**.

## CUMULATIVE INTERSECTION LEVELS OF SERVICE

**Table 11** presents the level of service calculations for the study intersection under Cumulative No Project and Cumulative plus Project Conditions. **Appendix C** contains the corresponding calculation sheets.

The results indicate that all study intersections are projected to operate at acceptable service levels during the AM and PM peak hours, except for the Birch Street/Sheridan Avenue intersection, where the side-street approach is anticipated to operate at unacceptable LOS E during the AM peak hour.

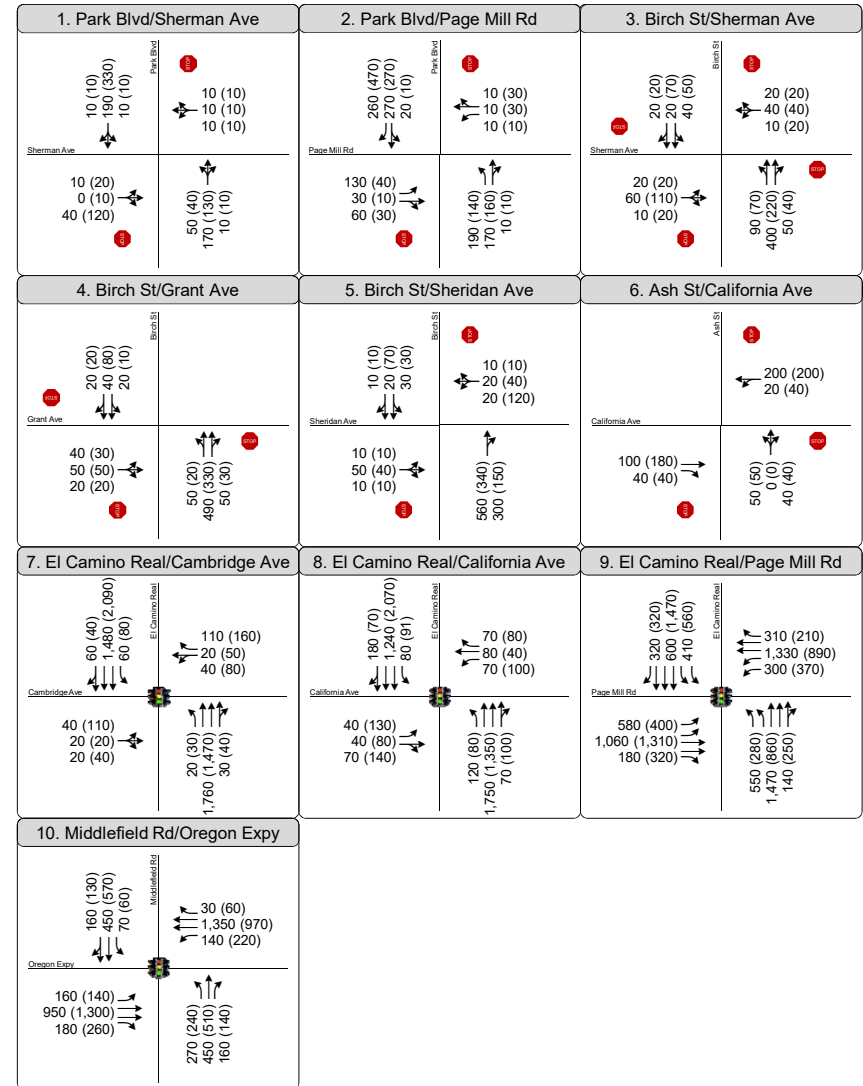
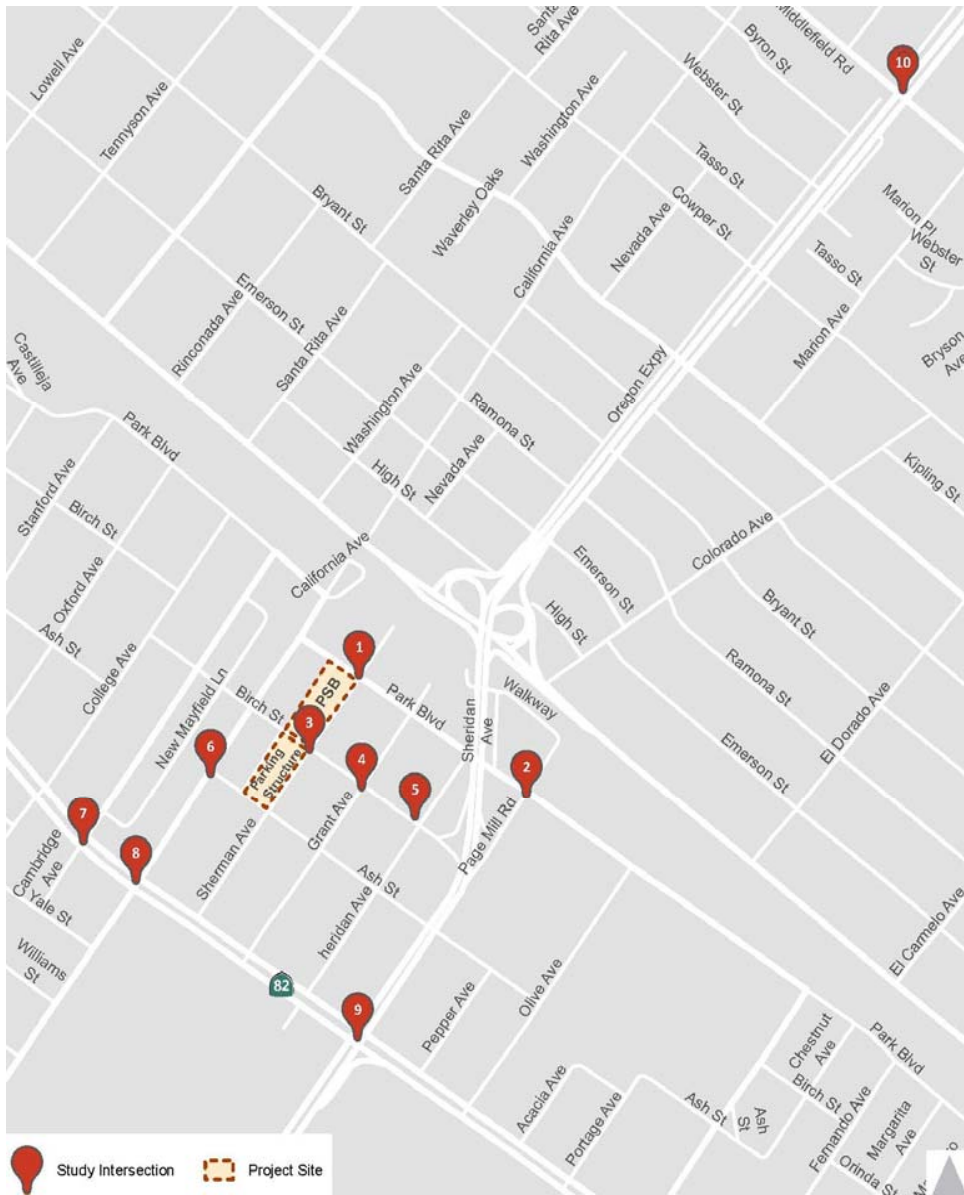


Figure 11  
Traffic Volumes and Lane Configurations  
Cumulative (2035) Conditions - AM & PM Peak Hours



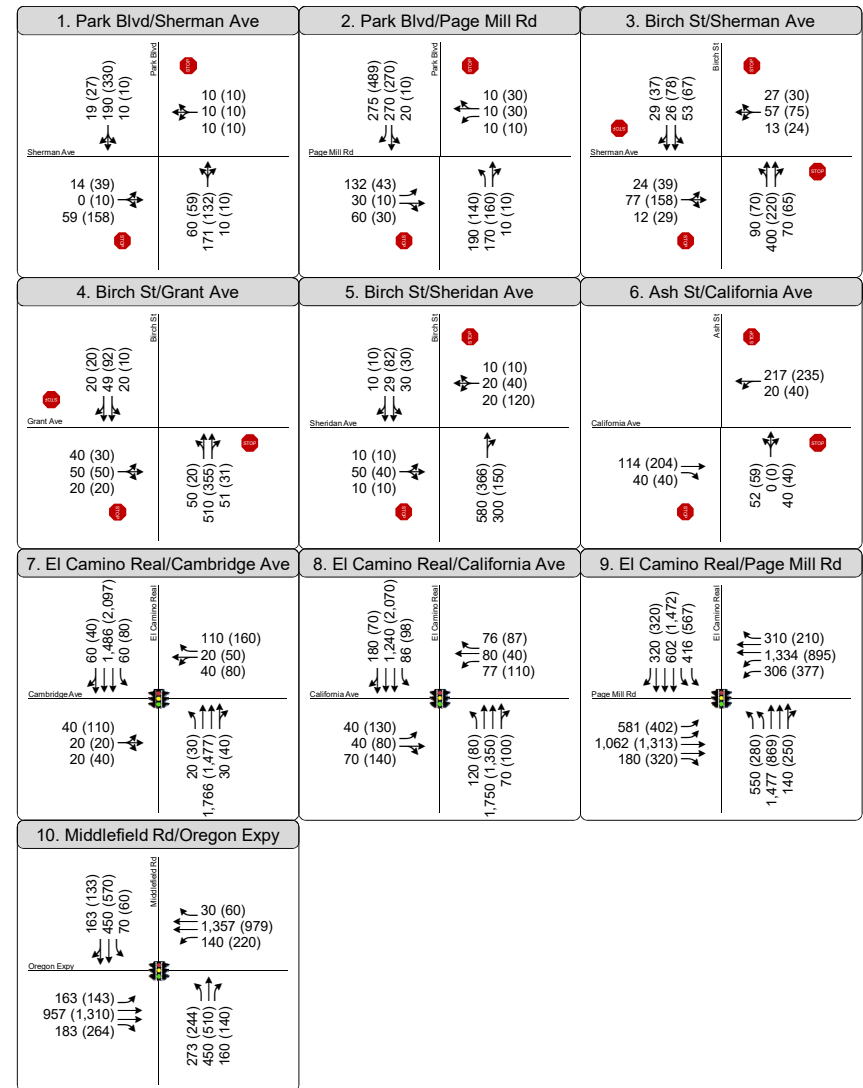
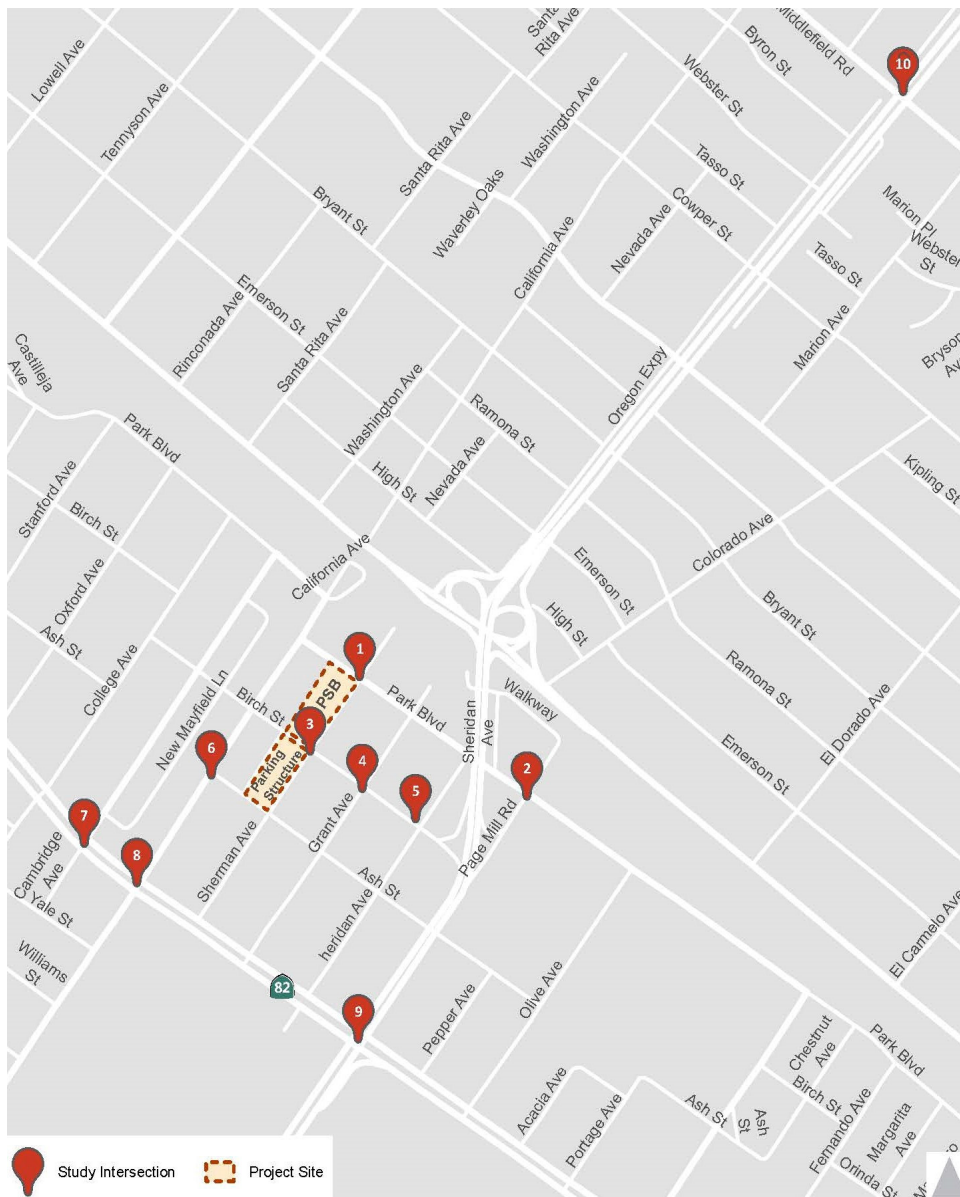


Figure 12  
Traffic Volumes and Lane Configurations  
Cumulative (2035) plus Project Conditions - AM & PM Peak Hours



**TABLE 11: CUMULATIVE AND CUMULATIVE PLUS PROJECT INTERSECTIONS LEVEL OF SERVICE**

	Intersection	Control	Peak Hour <sup>1</sup>	Cumulative Conditions		Cumulative plus Project Conditions			
				Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Δ in Crit. V/C <sup>4</sup>	Δ in Crit. Delay <sup>5</sup>
1	Park Boulevard / Sherman Avenue	SSSC	AM PM	12.1 13.6	B B	12.5 14.9	B B	N/A – Unsignalized Intersection	
2	Park Boulevard / Page Mill Road	SSSC	AM PM	31.7 23.1	D C	32.4 23.6	D C	N/A – Unsignalized Intersection	
3	Birch Street / Sherman Avenue	AWSC	AM PM	10.1 9.3	B A	10.6 10.4	B B	N/A – Unsignalized Intersection	
4	Birch Street / Grant Street	SSSC	AM PM	15.6 12.6	C B	16.1 13.0	C B	N/A – Unsignalized Intersection	
5	Birch Street / Sheridan Avenue	SSSC	AM PM	<b>43.7</b> 30.4	<b>E</b> D	<b>46.6</b> 33.5	<b>E</b> D	N/A – Unsignalized Intersection	
6	Ash Street / California Avenue	AWSC	AM PM	8.5 9.0	A A	8.6 9.4	A A	N/A – Unsignalized Intersection	
7	El Camino Real / Cambridge Avenue	Signal	AM PM	15.1 18.7	B B-	15.1 18.7	B B-	0.001 0.001	0.0 0.0
8	El Camino Real / California Avenue	Signal	AM PM	23.8 29.4	C C	24.5 30.2	C C	0.008 0.006	1.0 0.7
9	El Camino Real / Page Mill Road*	Signal	AM PM	74.5 56.4	E D	75.2 57.2	E- E+	0.005 0.008	1.6 1.6
10	Middlefield Road / Oregon Expressway*	Signal	AM PM	59.3 61.8	E+ E	59.6 62.1	E+ E	0.007 0.006	0.6 0.5

Notes:

1. SSSC = Side-Street-Stop Controlled; AWSC = All-Way-Stop Controlled
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical movement delay between Cumulative and Project Conditions. N/A = Not applicable for unsignalized intersections.
5. Change in critical movement delay between Cumulative and Project Conditions. N/A = Not applicable for unsignalized intersections.

**Bold text** indicates deficient intersection operations according to agency standards.

\* Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, 2017

## SIGNAL WARRANT ANALYSIS

As noted in Table 11, the Birch Street / Sheridan Avenue intersection is projected to operate unacceptably and would be impacted with the addition of traffic from the proposed Project. To determine if the potential impact is significant, the peak-hour signal warrant from the *Manual of Uniform Traffic Control Devices* (MUTCD) was evaluated for this location to determine if a traffic signal may be warranted. Application of the MUTCD criteria shows that the peak hour warrant is not met at the Birch Street / Sheridan Avenue intersection under Cumulative plus Project conditions.

## CUMULATIVE INTERSECTION IMPACTS AND MITIGATION MEASURES

This section of the report evaluates the intersection LOS results presented in **Table 11** against the City of Palo Alto and VTA's criteria for significant impacts and presents mitigation measures for identified impacts.

As discussed above, the results of the LOS calculations indicate that all study intersection would operate at acceptable service levels under Cumulative plus Project Conditions, except the Birch Street/Sheridan Avenue intersection, which operates at LOS E in the AM peak hour without and with the Project. However, while the intersection is anticipated to operate unacceptably, the unsignalized intersection does not satisfy the signal warrant. It is not uncommon for one or more approaches at an unsignalized intersection to operate at LOS E or F without meeting the warrant criteria for a signal. Therefore, based on the City of Palo Alto's criteria, the Project has a **less-than-significant impact at all study intersections under the Cumulative plus Project Condition** at all intersections, and no mitigation measures are needed.

## PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The Project impact to pedestrian, bicycle, and transit facilities are discussed in the Existing plus Project Conditions Chapter, and similar results are expected under the Cumulative plus Project scenario. While the Project is expected to generate new non-auto trips, the existing pedestrian, bicycle, and transit facilities could accommodate the additional demand. Furthermore, the *City of Palo Alto Bicycle + Pedestrian Transportation Plan* (May 2012), includes the identification of a bicycle boulevard on Park Boulevard. This Project does not conflict with that planned bicycle facility. Therefore, the Project's impact to the pedestrian, bicycle, and transit facilities is considered **less-than-significant** and no mitigation is needed.

## 6.0 SITE ACCESS AND ON-SITE CIRCULATION

This chapter analyzes site access and internal circulation for vehicles, pedestrians, bicycles, and transit based on the site plans presented on **Figures 2a and 2b**. The PSB site plan shows the location of the Project driveways, but not the internal circulation system for auto, pedestrian, and bicycle traffic. The final Parking Structure site plan was being developed during the time of this study; therefore, due to the lack of a detailed site plan, more specific site circulation could not be evaluated. However, Fehr & Peers coordinated with the parking structure designers, Watry Design, Inc., to determine the ideal location for the parking structure driveway. Below is more detail on the access and circulation for the PSB and Parking Structure.

### SITE ACCESS AND CIRCULATION

#### **Public Safety Building (PSB)**

The PSB site plan, developed by Ross Drulis Cusenbery Architecture, presents three access points to the site:

- *Primary inbound/outbound driveway on Sherman Avenue* – This driveway would be located approximately 85 feet west of Park Avenue and would provide access to the below-grade parking.
- *Secondary outbound one-lane driveway on Birch Street* – This driveway would be located immediately adjacent to the Jacaranda Lane alley driveway. This adjacent driveway configuration would result in potential turning movement conflicts for the vehicles leaving the Project driveway or Jacaranda Lane. For example, if a vehicle is trying to turn right out of the Project driveway while another vehicle on Jacaranda Lane is trying to turn left, the two vehicles could potentially conflict due to the close proximity and potential confusion over vehicle right-of-way. Portions of the existing median on Birch Street would need to be removed to allow left-turns out of the Project driveway.
  - Recommendation: Prohibit left-turns out of the Jacaranda Lane alley and provide full-access at the Project's gated driveway. The vehicles on Jacaranda Lane that are destined for areas to the south would need to circulate around the block onto California Avenue, then Ash Street in order to access their southern destination. With the removal of the on-site parking lots as part of the Project, the volumes on Jacaranda Lane would be substantially reduced and the restricted left-turn movement would only affect a small number of vehicles.

- *Gated driveway on Jacaranda Lane* – This full access driveway would provide access to the secured police department surface parking lot.
  - Recommendation: Install signage at the driveway access to alert public motorists that the driveway is for police personnel only.

### **Public Parking Structure**

The parking structure would consist of five floors total: three above grade floors and two basement floors. The retail space would be located on the east section of the structure at street level, immediately west of Birch Street. The parking structure internal ramps would be on the north side with access to the up ramp on the west and the down ramp on the east side.

Based on initial conversations with Watry Design staff, the structure would be supported by one full access driveway on Sherman Avenue, roughly midblock but closer to the Birch Street intersection. Similar to the PSB Visitor Lot, having the driveway closer to the Birch Street intersection reduces the potential for queue spillback into the adjacent intersections (i.e. Birch Street and Ash Street). For an eastbound vehicle on Sherman Avenue trying to turn left into the structure, they must yield to westbound traffic, but they have ample queuing storage on Sherman Avenue to make the movement without impeding traffic on Ash Street. For a westbound vehicle on Sherman Avenue that needs to turn right into the structure, they are not required to stop for conflicting movements (except for pedestrians walking on the sidewalk crossing the parking structure driveway), so the queues would be negligible.

If the parking structure is operated with a payment system, gates may be required at the entrance where each driver would receive a ticket upon entering. As discussed in the trip generation section, the parking structure is anticipated to generate approximately 116 inbound trips in the PM peak hour, which would equate to an average of approximately two vehicles per minute entering the structure. Even at the maximum anticipated queue of twice the average or four vehicles, the gating the entrance to the parking structure is not anticipated to adversely affect operations given the ample capacity available on Sherman Avenue.

#### **Recommendations:**

As the site plan refinements proceed, the following recommendations should be considered to enhance the vehicle circulation and reduce vehicle conflicts in the parking structure:

- The parking layout should avoid perpendicular parking spaces at the end of the aisles so that drivers can back in and out of the space easily and reduce potential conflicts.

- Stripe all driveways with double yellow centerline to delineate the separation of entering and exiting traffic.

## PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION

### **Pedestrian**

The Project site is supported by sidewalks on all adjacent roadways, except along Jacaranda Lane, which is an alley and will primarily serve only delivery trucks and police vehicles once the Project is built and operational. The Project site is adjacent to multiple restaurants and retail shops on California Avenue, and it is expected that PSB employees and people parking in the structure will walk to California Avenue to eat, shop or obtain services. Currently, two pedestrian walkways between buildings connect California Avenue to Jacaranda Lane, and would provide direct access to the PSB and Parking Structure.

### **Recommendations:**

As the site plan refinements proceed, the following recommendations should be considered to enhance the pedestrian circulation and reduce conflicts in the parking structure:

- The Parking Structure will include stairwells on the northeast and northwest corners of the structure, adjacent to Jacaranda Lane. A clear pedestrian crosswalk should be provided on Jacaranda Lane to connect patrons between the structure to the walkway to California Avenue.
- Pedestrian and vehicle conflicts could potentially occur at Project driveways, when a car is exiting and pedestrians using the sidewalk that crosses the driveway. To enhance safety for pedestrians, it is recommended that signage and/or warning systems be installed at the entry/exit point of the parking garage (both on Sherman Avenue for the Parking Structure, the Birch Street gated driveway for the PSB, and the Jacaranda Lane gated driveway for the police department vehicles) to alert motorists of potential pedestrian conflicts. These signs or systems should also inform pedestrians that they should exercise caution when crossing the driveway.

### **Bicycles**

PAMC Section 18.52.040 stipulates that one bicycle parking space per 2,500 feet of gross floor area is required with a mix of 80 percent for long-term parking and 20 percent for short-term parking. As a result, the PSB would need to provide 18 parking spaces for bikes (14 long-term bike spaces and 4 short-term spaces). These spaces should be conveniently located at building entrances or in visible areas for guests



and employees. The applicant should ensure the following measures are integrated into the final site design:

- Class I long-term bicycle parking such as lockers or secured room be provided for employee use and long-term parking.
- Inverted u-style bicycle parking be provided for the bicycle racks for short-term parking.

In addition, PAMC Section 18.54.060 requires signs be posted at the building entrance to direct cyclists to parking facilities. Where feasible, we recommend that *Manual on Uniform Traffic Control Devices* (MUTCD) signage standards are followed.

## TRANSIT ACCESS

The Project is located adjacent to existing transit lines and bus stops operating along El Camino Real, California Avenue, Page Mill Road-Oregon Expressway, and Caltrain railroad. While the increase in passenger demand may not exceed capacity, it is recommended that signage be provided at the PSB entrance indicating the direction of bus stops or coordinated wayfinding with the Caltrain Station. Signage could be placed on or adjacent to the Park Structure, as appropriate.

## PARKING REQUIREMENTS

The PSB would provide between 170 to 190 underground spaces for police vehicles and staff. Visitor parking for the PSB will be available in the Project's new parking structure across the street. According to Section 18.52.040 (parking supply) and 18.54.030 (accessible parking supply) of the City's Municipal Code, the parking requirement for office uses is one space per 250 gross floor area. As a result, the PSB is required to supply 179 regular parking spaces and 6 accessible parking spaces, which equates to 185 total parking spaces. Accordingly, if the PSB provides the maximum proposed spaces (i.e. 190 spaces), it would provide sufficient on-site parking spaces to meet the City's parking supply requirements.

## **APPENDIX A: TRAFFIC COUNTS**

# Traffic Data Service

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

File Name : 1AM FINAL  
Site Code : 00000001  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	BRYANT ST Southbound					OREGON EXPY Westbound					BRYANT ST Northbound					OREGON EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	4	3	0	11	1	371	0	1	373	1	0	4	0	5	1	144	2	0	147	536
07:15 AM	7	3	5	3	18	4	356	1	2	363	4	1	7	0	12	3	180	1	0	184	577
07:30 AM	7	2	7	1	17	1	366	0	3	370	1	3	6	0	10	1	243	3	0	247	644
07:45 AM	16	0	12	3	31	2	430	0	2	434	0	0	20	0	20	2	328	5	0	335	820
Total	34	9	27	7	77	8	1523	1	8	1540	6	4	37	0	47	7	895	11	0	913	2577
08:00 AM	33	3	12	4	52	3	459	3	2	467	1	1	22	0	24	5	380	7	0	392	935
08:15 AM	17	0	10	0	27	1	440	4	1	446	3	4	17	0	24	3	333	7	0	343	840
08:30 AM	35	2	11	3	51	1	433	4	2	440	2	3	16	0	21	5	293	6	0	304	816
08:45 AM	37	1	5	0	43	6	429	1	1	437	3	3	9	0	15	4	281	3	0	288	783
Total	122	6	38	7	173	11	1761	12	6	1790	9	11	64	0	84	17	1287	23	0	1327	3374
Grand Total	156	15	65	14	250	19	3284	13	14	3330	15	15	101	0	131	24	2182	34	0	2240	5951
Apprch %	62.4	6	26	5.6		0.6	98.6	0.4	0.4		11.5	11.5	77.1	0		1.1	97.4	1.5	0		
Total %	2.6	0.3	1.1	0.2	4.2	0.3	55.2	0.2	0.2	56	0.3	0.3	1.7	0	2.2	0.4	36.7	0.6	0	37.6	

Start Time	BRYANT ST Southbound					OREGON EXPY Westbound					BRYANT ST Northbound					OREGON EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	16	0	12		28	2	430	0		432	0	0	20		20	2	328	5		335	815
08:00 AM	33	3	12		48	3	459	3		465	1	1	22		24	5	380	7		392	929
08:15 AM	17	0	10		27	1	440	4		445	3	4	17		24	3	333	7		343	839
08:30 AM	35	2	11		48	1	433	4		438	2	3	16		21	5	293	6		304	811
Total Volume	101	5	45		151	7	1762	11		1780	6	8	75		89	15	1334	25		1374	3394
% App. Total	66.9	3.3	29.8			0.4	99	0.6			6.7	9	84.3			1.1	97.1	1.8			
PHF	.721	.417	.938		.786	.583	.960	.688		.957	.500	.500	.852		.927	.750	.878	.893		.876	.913

# Traffic Data Service

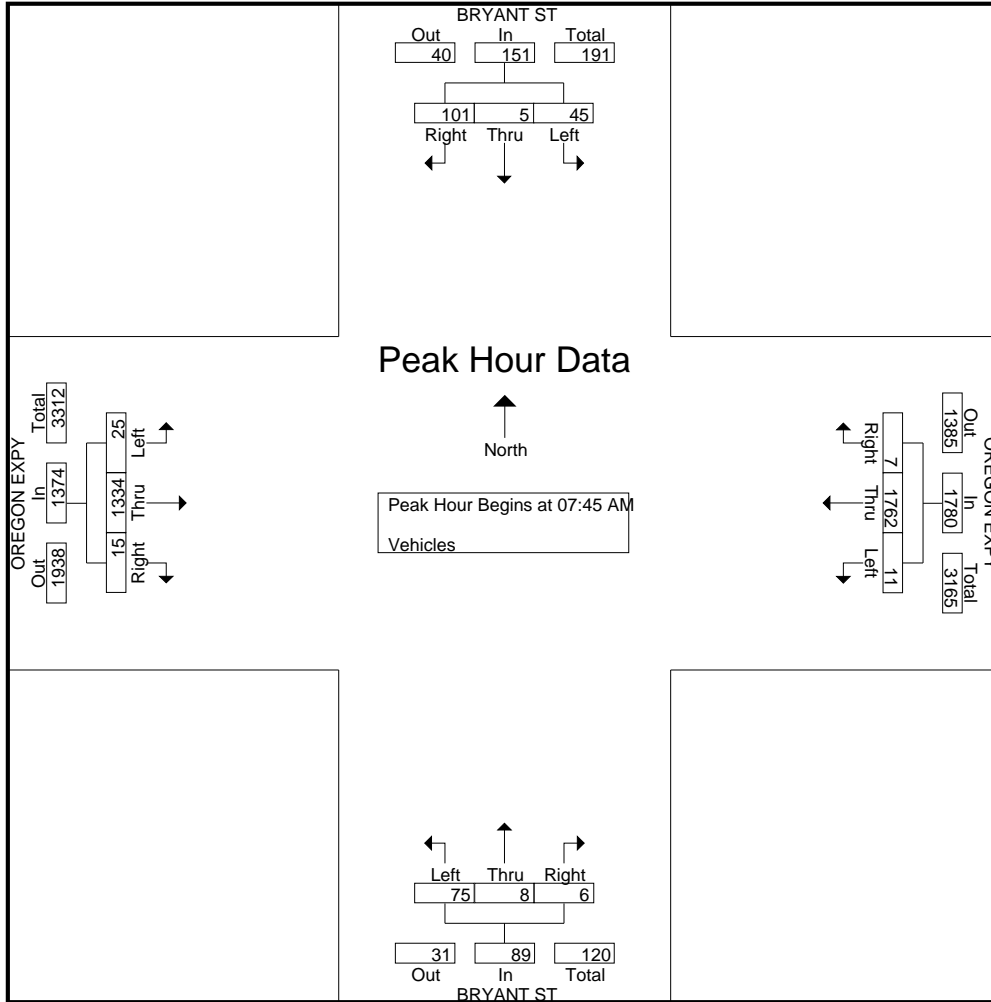
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 1AM FINAL  
Site Code : 00000001  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Bikes

Start Time	BRYANT ST Southbound					OREGON EXPY Westbound					BRYANT ST Northbound					OREGON EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	1	0	0	1	18
07:15 AM	0	6	1	0	7	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	21
07:30 AM	0	9	0	0	9	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	27
07:45 AM	0	20	0	0	20	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	136
Total	0	41	1	0	42	0	0	0	0	0	0	158	1	0	159	0	1	0	0	1	202
08:00 AM	0	12	0	0	12	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	55
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	27
08:30 AM	0	7	0	0	7	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	35
08:45 AM	0	10	0	0	10	0	2	0	0	2	0	26	0	0	26	0	0	0	0	0	38
Total	0	34	0	0	34	0	2	0	0	2	0	118	1	0	119	0	0	0	0	0	155
Grand Total	0	75	1	0	76	0	2	0	0	2	0	276	2	0	278	0	1	0	0	1	357
Apprch %	0	98.7	1.3	0		0	100	0	0		0	99.3	0.7	0		0	100	0	0		
Total %	0	21	0.3	0	21.3	0	0.6	0	0	0.6	0	77.3	0.6	0	77.9	0	0.3	0	0	0.3	

Start Time	BRYANT ST Southbound				OREGON EXPY Westbound				BRYANT ST Northbound				OREGON EXPY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	20	0	20	0	0	0	0	0	116	0	116	0	0	0	0	136
08:00 AM	0	12	0	12	0	0	0	0	0	43	0	43	0	0	0	0	55
08:15 AM	0	5	0	5	0	0	0	0	0	22	0	22	0	0	0	0	27
08:30 AM	0	7	0	7	0	0	0	0	0	27	1	28	0	0	0	0	35
Total Volume	0	44	0	44	0	0	0	0	0	208	1	209	0	0	0	0	253
% App. Total	0	100	0		0	0	0		0	99.5	0.5		0	0	0		
PHF	.000	.550	.000	.550	.000	.000	.000	.000	.000	.448	.250	.450	.000	.000	.000	.000	.465

# Traffic Data Service

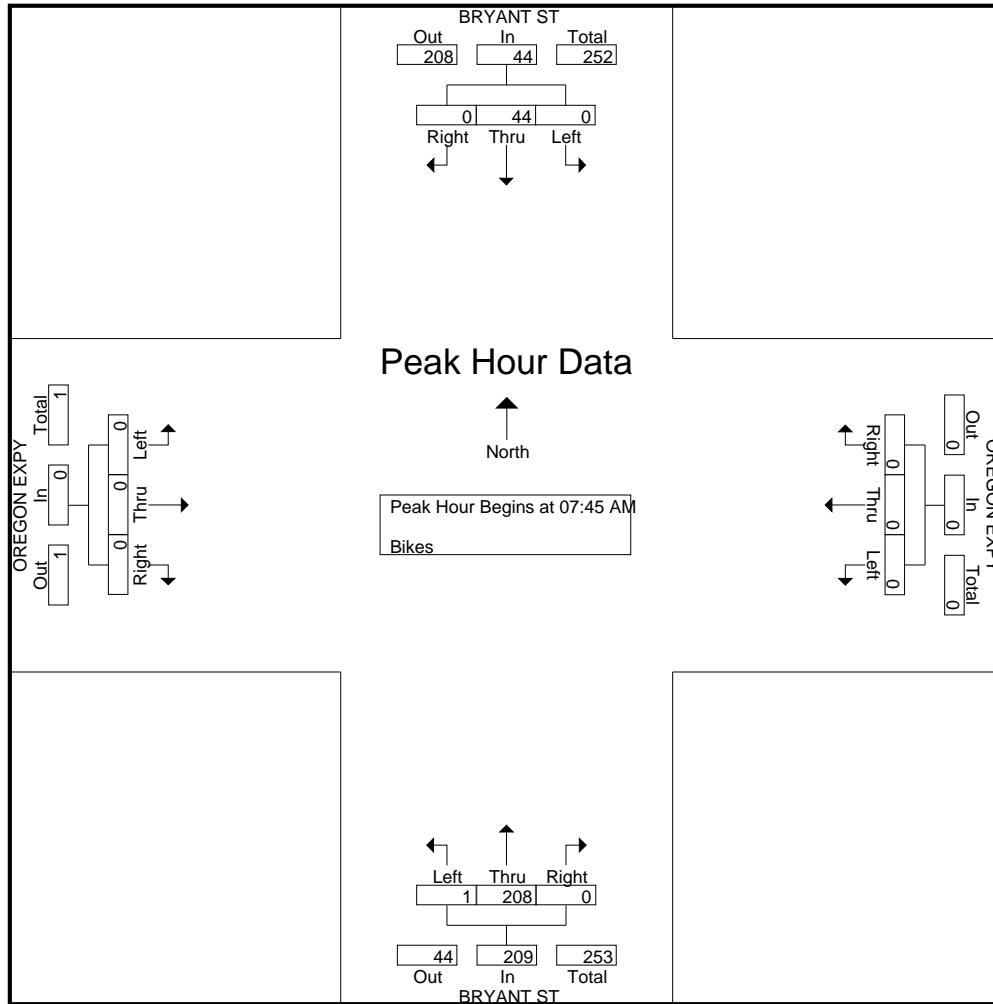
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
Site Code : 00000001  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	BRYANT ST Southbound					OREGON EXPY Westbound					BRYANT ST Northbound					OREGON EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	14	4	6	0	24	6	263	2	1	272	1	1	2	0	4	7	427	17	0	451	751
04:15 PM	12	6	9	0	27	7	268	5	0	280	3	1	2	0	6	9	424	11	0	444	757
04:30 PM	13	3	3	0	19	6	217	4	0	227	0	0	5	0	5	16	386	13	0	415	666
04:45 PM	14	3	4	2	23	5	238	1	1	245	0	2	5	0	7	6	421	16	0	443	718
Total	53	16	22	2	93	24	986	12	2	1024	4	4	14	0	22	38	1658	57	0	1753	2892
05:00 PM	12	6	7	2	27	7	247	9	1	264	4	0	3	0	7	13	462	27	0	502	800
05:15 PM	17	6	7	2	32	5	246	11	4	266	1	1	4	0	6	13	425	9	0	447	751
05:30 PM	12	2	4	0	18	3	281	6	0	290	4	4	6	0	14	14	394	16	0	424	746
05:45 PM	14	5	10	1	30	9	309	4	1	323	2	2	13	0	17	12	384	15	0	411	781
Total	55	19	28	5	107	24	1083	30	6	1143	11	7	26	0	44	52	1665	67	0	1784	3078
Grand Total	108	35	50	7	200	48	2069	42	8	2167	15	11	40	0	66	90	3323	124	0	3537	5970
Apprch %	54	17.5	25	3.5		2.2	95.5	1.9	0.4		22.7	16.7	60.6	0		2.5	93.9	3.5	0		
Total %	1.8	0.6	0.8	0.1	3.4	0.8	34.7	0.7	0.1	36.3	0.3	0.2	0.7	0	1.1	1.5	55.7	2.1	0	59.2	

Start Time	BRYANT ST Southbound				App. Total	OREGON EXPY Westbound				App. Total	BRYANT ST Northbound				App. Total	OREGON EXPY Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	12	6	7	25	7	247	9	263	4	0	3	7	13	462	27	502	797			
05:15 PM	17	6	7	30	5	246	11	262	1	1	4	6	13	425	9	447	745			
05:30 PM	12	2	4	18	3	281	6	290	4	4	6	14	14	394	16	424	746			
05:45 PM	14	5	10	29	9	309	4	322	2	2	13	17	12	384	15	411	779			
Total Volume	55	19	28	102	24	1083	30	1137	11	7	26	44	52	1665	67	1784	3067			
% App. Total	53.9	18.6	27.5		2.1	95.3	2.6		25	15.9	59.1		2.9	93.3	3.8					
PHF	.809	.792	.700	.850	.667	.876	.682	.883	.688	.438	.500	.647	.929	.901	.620	.888	.962			

# Traffic Data Service

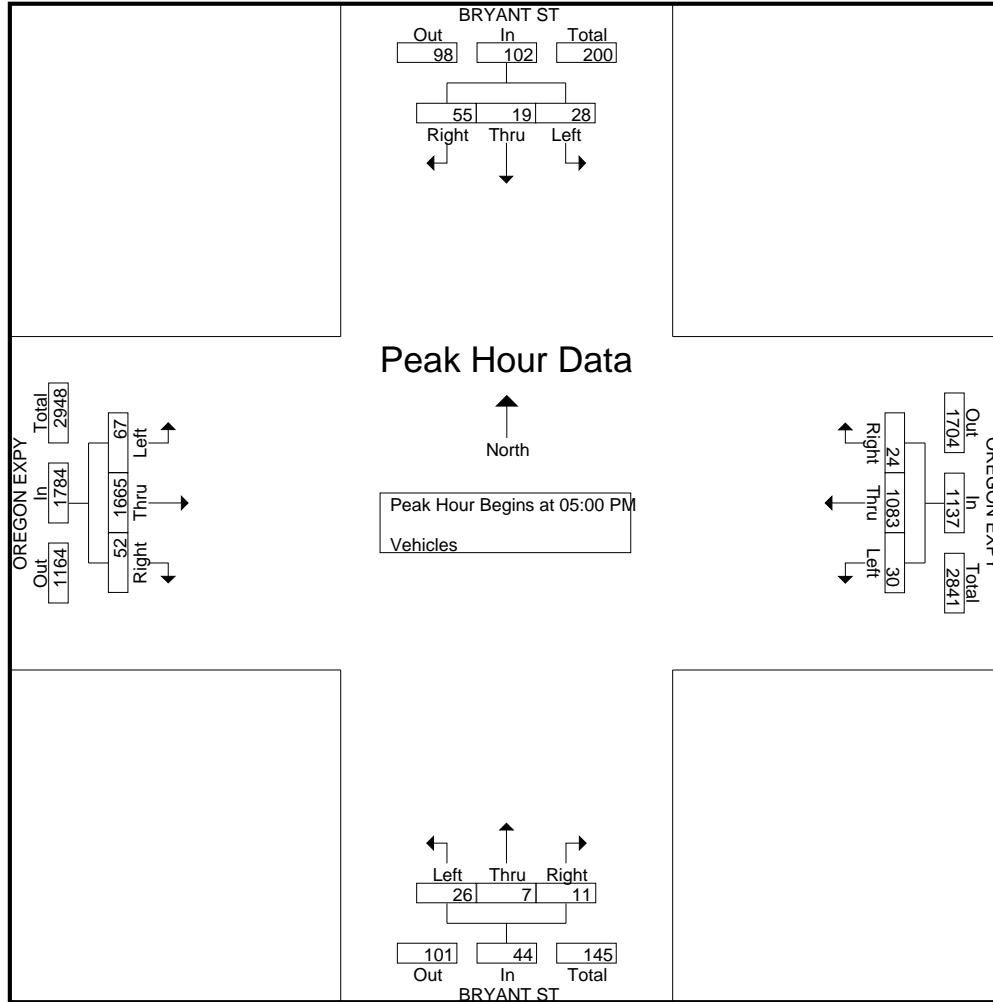
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 1PM FINAL  
Site Code : 00000001  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Bikes

Start Time	BRYANT ST Southbound					OREGON EXPY Westbound					BRYANT ST Northbound					OREGON EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	14	0	0	14	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	17
04:15 PM	1	15	0	0	16	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	24
04:30 PM	1	15	0	0	16	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	21
04:45 PM	0	17	0	0	17	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	20
<b>Total</b>	<b>2</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>82</b>
05:00 PM	0	19	0	0	19	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	23
05:15 PM	0	16	1	0	17	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	24
05:30 PM	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	18
05:45 PM	0	32	0	0	32	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	35
<b>Total</b>	<b>0</b>	<b>80</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>
Grand Total	2	141	1	0	144	0	1	0	0	1	0	32	0	0	32	0	5	0	0	5	182
Apprch %	1.4	97.9	0.7	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	1.1	77.5	0.5	0	79.1	0	0.5	0	0	0.5	0	17.6	0	0	17.6	0	2.7	0	0	2.7	

Start Time	BRYANT ST Southbound				OREGON EXPY Westbound				BRYANT ST Northbound				OREGON EXPY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	19	0	19	0	1	0	1	0	3	0	3	0	0	0	0	23
05:15 PM	0	16	1	17	0	0	0	0	0	6	0	6	0	1	0	1	24
05:30 PM	0	13	0	13	0	0	0	0	0	4	0	4	0	1	0	1	18
05:45 PM	0	32	0	32	0	0	0	0	0	1	0	1	0	2	0	2	35
Total Volume	0	80	1	81	0	1	0	1	0	14	0	14	0	4	0	4	100
% App. Total	0	98.8	1.2		0	100	0		0	100	0		0	100	0		
PHF	.000	.625	.250	.633	.000	.250	.000	.250	.000	.583	.000	.583	.000	.500	.000	.500	.714

# Traffic Data Service

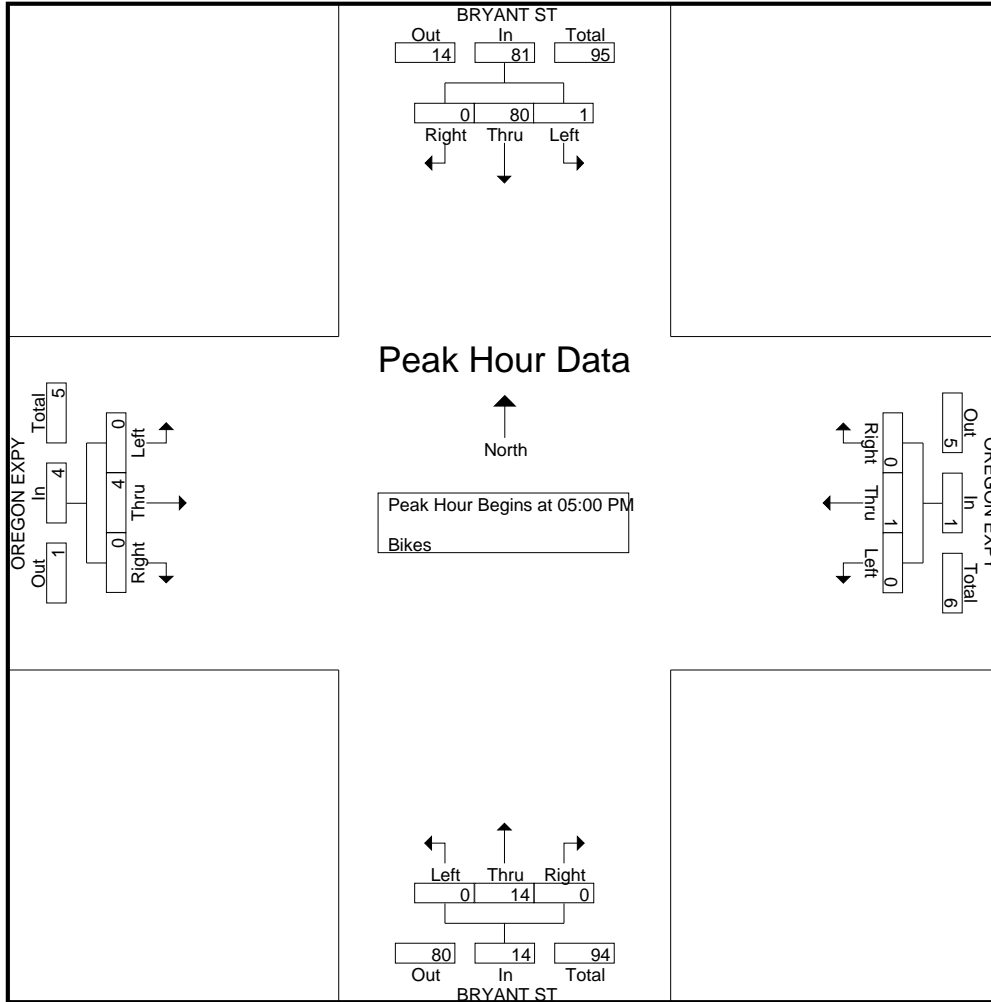
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Vehicles

Start Time	PARK BLVD Southbound					SHERMAN AVE Westbound					PARK BLVD Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	13	0	1	15	0	0	0	3	3	1	7	3	0	11	4	1	0	4	9	38
07:15 AM	1	16	0	0	17	0	0	1	5	6	2	13	4	0	19	8	0	3	1	12	54
07:30 AM	1	20	1	1	23	1	0	1	10	12	1	17	7	1	26	9	0	3	5	17	78
07:45 AM	0	32	0	2	34	1	0	3	2	6	1	22	7	0	30	8	0	1	4	13	83
Total	3	81	1	4	89	2	0	5	20	27	5	59	21	1	86	29	1	7	14	51	253
08:00 AM	2	43	0	1	46	2	0	1	2	5	1	33	4	1	39	3	0	1	2	6	96
08:15 AM	2	35	2	0	39	2	1	1	4	8	1	24	8	0	33	9	0	4	0	13	93
08:30 AM	0	36	0	1	37	4	0	2	5	11	1	35	13	1	50	11	0	1	4	16	114
08:45 AM	0	37	2	0	39	0	0	2	3	5	0	42	9	1	52	11	0	1	3	15	111
Total	4	151	4	2	161	8	1	6	14	29	3	134	34	3	174	34	0	7	9	50	414
Grand Total	7	232	5	6	250	10	1	11	34	56	8	193	55	4	260	63	1	14	23	101	667
Apprch %	2.8	92.8	2	2.4		17.9	1.8	19.6	60.7		3.1	74.2	21.2	1.5		62.4	1	13.9	22.8		
Total %	1	34.8	0.7	0.9	37.5	1.5	0.1	1.6	5.1	8.4	1.2	28.9	8.2	0.6	39	9.4	0.1	2.1	3.4	15.1	

Start Time	PARK BLVD Southbound				App. Total	SHERMAN AVE Westbound				App. Total	PARK BLVD Northbound				App. Total	SHERMAN AVE Eastbound				Int. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	43	0		45	2	0	1		3	1	33	4		38	3	0	1		4	90
08:15 AM	2	35	2		39	2	1	1		4	1	24	8		33	9	0	4		13	89
08:30 AM	0	36	0		36	4	0	2		6	1	35	13		49	11	0	1		12	103
08:45 AM	0	37	2		39	0	0	2		2	0	42	9		51	11	0	1		12	104
Total Volume	4	151	4		159	8	1	6		15	3	134	34		171	34	0	7		41	386
% App. Total	2.5	95	2.5			53.3	6.7	40			1.8	78.4	19.9			82.9	0	17.1			
PHF	.500	.878	.500		.883	.500	.250	.750		.625	.750	.798	.654		.838	.773	.000	.438		.788	.928

# Traffic Data Service

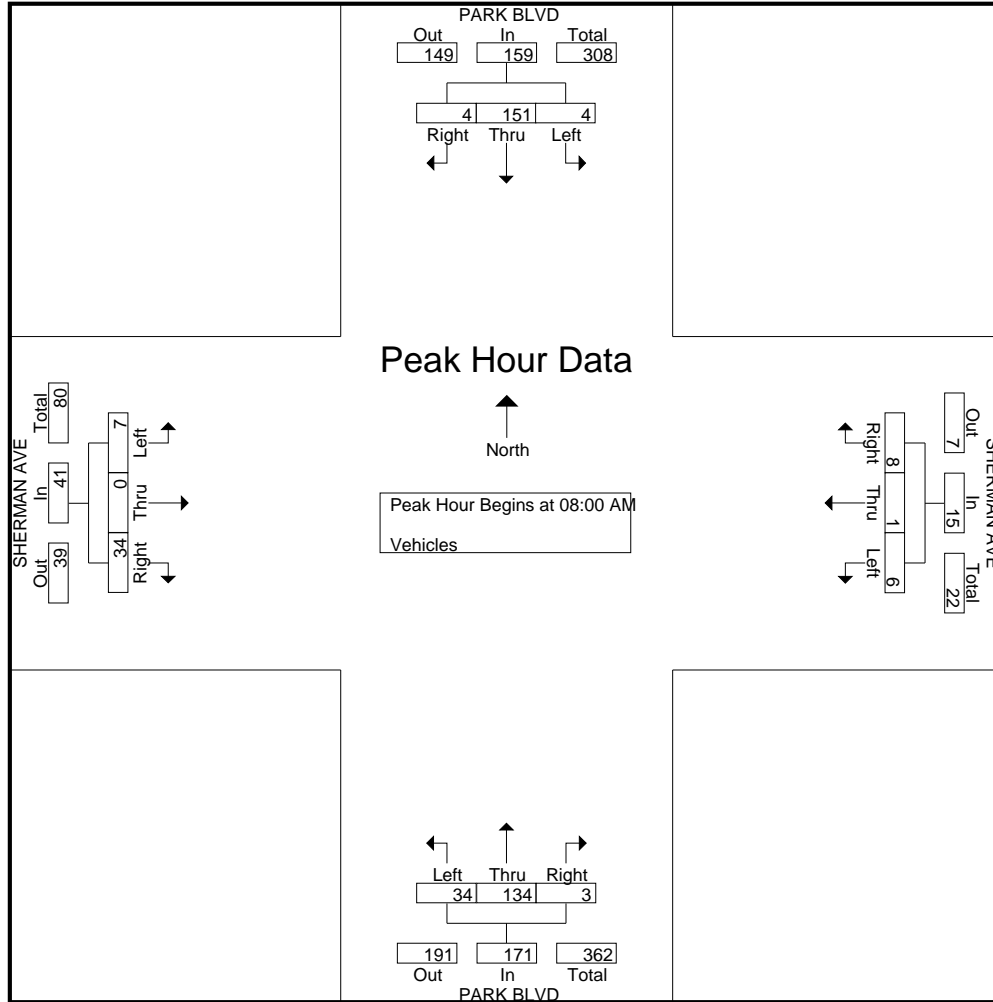
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	PARK BLVD Southbound					SHERMAN AVE Westbound					PARK BLVD Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	0	1	0	0	1	0	11	0	0	11	0	0	0	0	0	14
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	15
07:30 AM	0	10	0	0	10	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	38
07:45 AM	0	11	0	0	11	1	0	0	0	1	0	37	2	0	39	0	0	0	0	0	51
Total	0	26	0	0	26	1	1	0	0	2	0	87	2	0	89	0	0	1	0	1	118
08:00 AM	0	10	0	0	10	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	62
08:15 AM	0	20	0	0	20	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	95
08:30 AM	0	12	0	0	12	0	0	0	0	0	0	61	1	0	62	0	0	0	0	0	74
08:45 AM	1	12	0	0	13	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	78
Total	1	54	0	0	55	0	0	0	0	0	0	253	1	0	254	0	0	0	0	0	309
Grand Total	1	80	0	0	81	1	1	0	0	2	0	340	3	0	343	0	0	1	0	1	427
Apprch %	1.2	98.8	0	0		50	50	0	0		0	99.1	0.9	0		0	0	100	0		
Total %	0.2	18.7	0	0	19	0.2	0.2	0	0	0.5	0	79.6	0.7	0	80.3	0	0	0.2	0	0.2	

Start Time	PARK BLVD Southbound				SHERMAN AVE Westbound				PARK BLVD Northbound				SHERMAN AVE Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	10	0	10	0	0	0	0	0	0	52	0	52	0	0	0	0	62
08:15 AM	0	<b>20</b>	0	<b>20</b>	0	0	0	0	0	0	<b>75</b>	0	<b>75</b>	0	0	0	0	<b>95</b>
08:30 AM	0	12	0	12	0	0	0	0	0	0	61	1	62	0	0	0	0	74
08:45 AM	1	12	0	13	0	0	0	0	0	0	65	0	65	0	0	0	0	78
Total Volume	1	54	0	55	0	0	0	0	0	0	253	1	254	0	0	0	0	309
% App. Total	1.8	98.2	0		0	0	0		0	0	99.6	0.4		0	0	0		
PHF	.250	.675	.000	.688	.000	.000	.000	.000	.000	.000	.843	.250	.847	.000	.000	.000	.000	.813

# Traffic Data Service

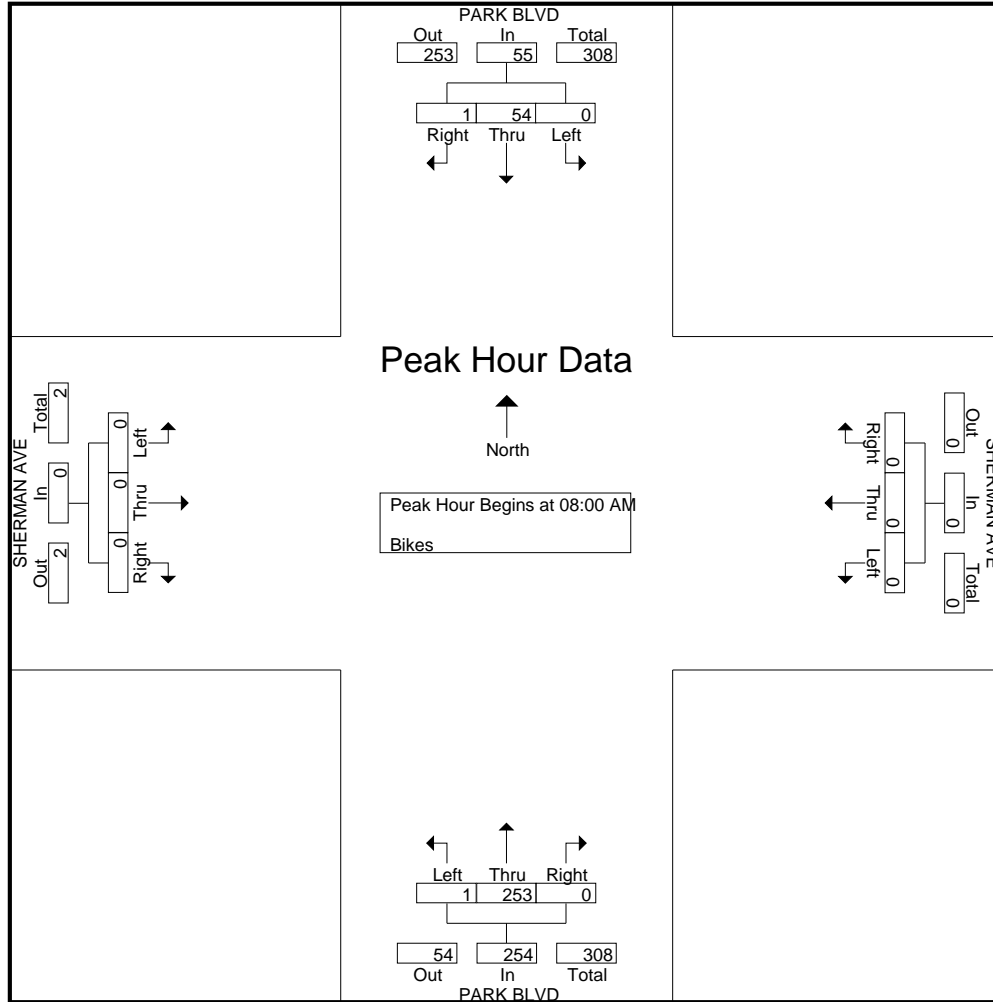
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 2PM FINAL  
Site Code : 00000002  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

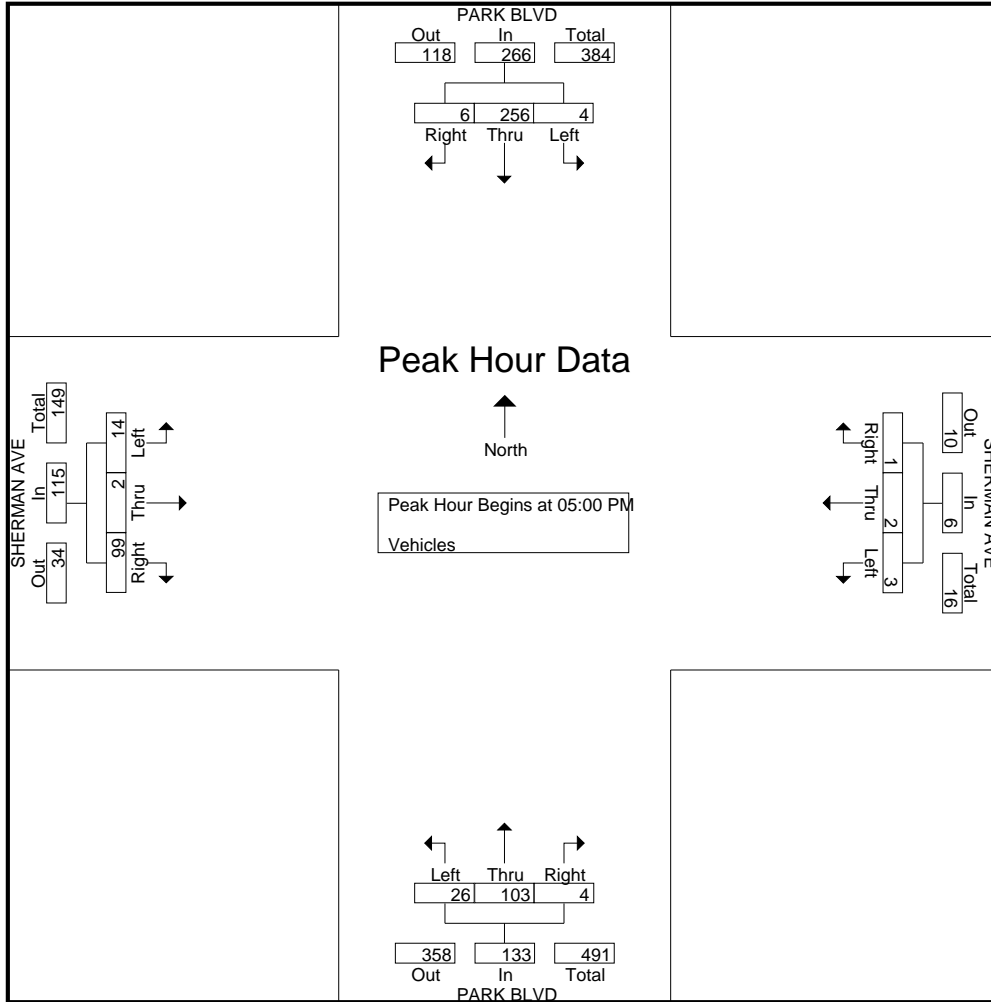
Start Time	PARK BLVD Southbound					SHERMAN AVE Westbound					PARK BLVD Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	52	3	1	58	0	3	3	6	12	1	22	4	2	29	12	0	1	8	21	120
04:15 PM	2	47	0	1	50	2	1	2	1	6	2	24	3	1	30	17	0	1	10	28	114
04:30 PM	0	58	0	0	58	0	0	2	0	2	0	17	7	0	24	15	0	3	4	22	106
04:45 PM	0	50	0	1	51	1	1	2	5	9	0	21	5	0	26	13	0	1	2	16	102
<b>Total</b>	<b>4</b>	<b>207</b>	<b>3</b>	<b>3</b>	<b>217</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>29</b>	<b>3</b>	<b>84</b>	<b>19</b>	<b>3</b>	<b>109</b>	<b>57</b>	<b>0</b>	<b>6</b>	<b>24</b>	<b>87</b>	<b>442</b>
05:00 PM	1	65	1	5	72	0	1	0	5	6	2	36	8	2	48	29	0	4	8	41	167
05:15 PM	2	67	1	0	70	0	0	2	9	11	1	15	4	0	20	24	0	5	8	37	138
05:30 PM	3	56	0	0	59	1	1	1	6	9	0	24	6	1	31	22	2	4	16	44	143
05:45 PM	0	68	2	1	71	0	0	0	9	9	1	28	8	1	38	24	0	1	3	28	146
<b>Total</b>	<b>6</b>	<b>256</b>	<b>4</b>	<b>6</b>	<b>272</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>29</b>	<b>35</b>	<b>4</b>	<b>103</b>	<b>26</b>	<b>4</b>	<b>137</b>	<b>99</b>	<b>2</b>	<b>14</b>	<b>35</b>	<b>150</b>	<b>594</b>
Grand Total	10	463	7	9	489	4	7	12	41	64	7	187	45	7	246	156	2	20	59	237	1036
Apprch %	2	94.7	1.4	1.8		6.2	10.9	18.8	64.1		2.8	76	18.3	2.8		65.8	0.8	8.4	24.9		
Total %	1	44.7	0.7	0.9	47.2	0.4	0.7	1.2	4	6.2	0.7	18.1	4.3	0.7	23.7	15.1	0.2	1.9	5.7	22.9	

Start Time	PARK BLVD Southbound				App. Total	SHERMAN AVE Westbound				App. Total	PARK BLVD Northbound				App. Total	SHERMAN AVE Eastbound				Int. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	65	1		67	0	1	0		1	2	36	8		46	29	0	4		33	147
05:15 PM	2	67	1		70	0	0	2		2	1	15	4		20	24	0	5		29	121
05:30 PM	3	56	0		59	1	1	1		3	0	24	6		30	22	2	4		28	120
05:45 PM	0	68	2		70	0	0	0		0	1	28	8		37	24	0	1		25	132
Total Volume	6	256	4		266	1	2	3		6	4	103	26		133	99	2	14		115	520
% App. Total	2.3	96.2	1.5			16.7	33.3	50			3	77.4	19.5			86.1	1.7	12.2			
PHF	.500	.941	.500		.950	.250	.500	.375		.500	.500	.715	.813		.723	.853	.250	.700		.871	.884

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 9/27/2016  
 Page No : 2





# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	PARK BLVD Southbound					SHERMAN AVE Westbound					PARK BLVD Northbound					SHERMAN AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	20
04:15 PM	0	23	0	0	23	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	31
04:30 PM	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	18
04:45 PM	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	20
<b>Total</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>
05:00 PM	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	30
05:15 PM	0	31	0	0	31	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	47
05:30 PM	1	37	0	0	38	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	51
05:45 PM	1	31	0	0	32	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	0	0	0	0	0	53
<b>Total</b>	<b>2</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>
Grand Total	2	174	0	0	176	0	0	0	0	0	0	92	2	0	94	0	0	0	0	0	0	0	0	0	0	270
Apprch %	1.1	98.9	0	0		0	0	0	0		0	97.9	2.1	0		0	0	0	0		0	0	0	0		
Total %	0.7	64.4	0	0	65.2	0	0	0	0	0	0	34.1	0.7	0	34.8	0	0	0	0	0	0	0	0	0	0	

Start Time	PARK BLVD Southbound				SHERMAN AVE Westbound				PARK BLVD Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	17	0	17	0	0	0	0	0	13	0	13	0	0	0	0	30
05:15 PM	0	31	0	31	0	0	0	0	0	16	0	16	0	0	0	0	47
05:30 PM	1	37	0	38	0	0	0	0	0	13	0	13	0	0	0	0	51
05:45 PM	1	31	0	32	0	0	0	0	0	20	1	21	0	0	0	0	53
Total Volume	2	116	0	118	0	0	0	0	0	62	1	63	0	0	0	0	181
% App. Total	1.7	98.3	0		0	0	0		0	98.4	1.6		0	0	0		
PHF	.500	.784	.000	.776	.000	.000	.000	.000	.000	.775	.250	.750	.000	.000	.000	.000	.854

# Traffic Data Service

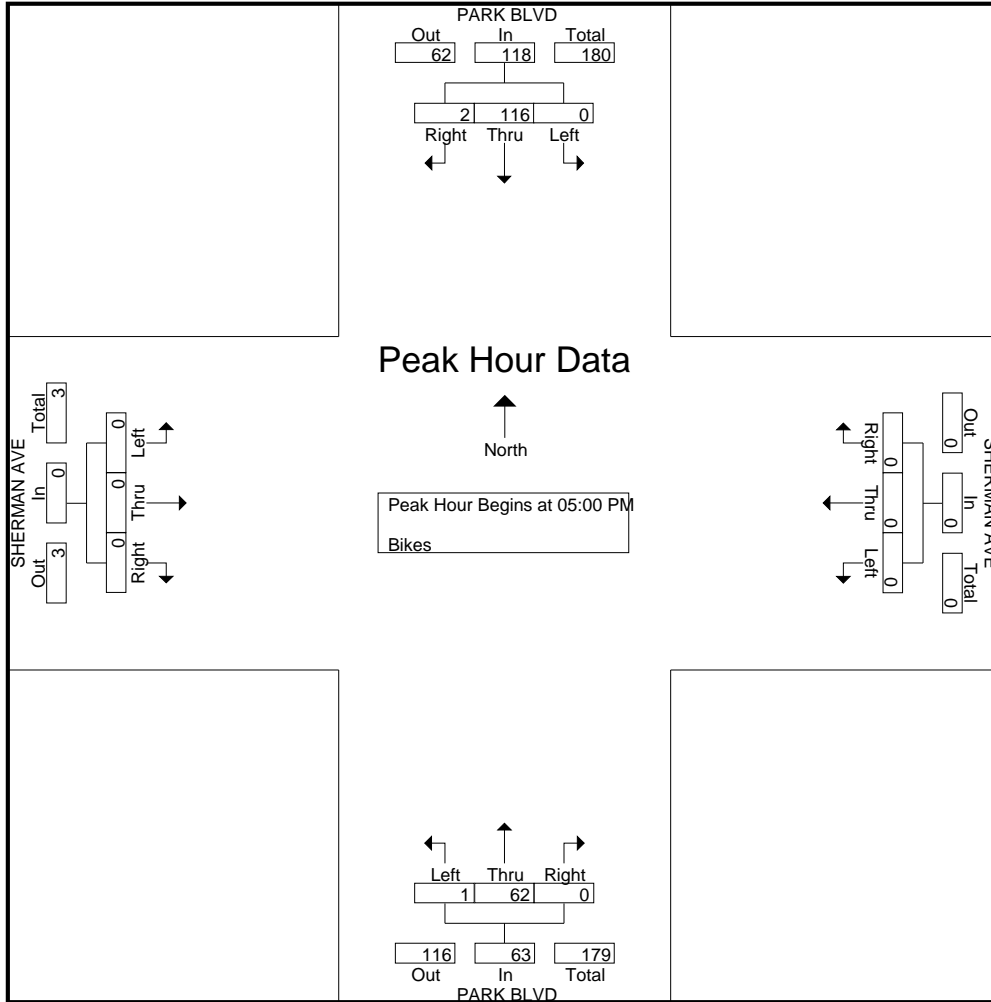
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 2PM FINAL

Site Code : 00000002

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 3AM FINAL  
Site Code : 00000003  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	PARK BLVD Southbound					PAGE MILL RD Westbound					PARK BLVD Northbound					PAGE MILL RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	18	17	0	0	35	0	0	1	6	7	0	8	8	4	20	1	1	8	7	17	79
07:15 AM	31	29	1	0	61	0	0	0	9	9	0	10	11	5	26	7	2	10	0	19	115
07:30 AM	38	39	1	1	79	1	0	2	54	57	0	16	17	39	72	7	1	13	6	27	235
07:45 AM	59	33	1	0	93	1	0	2	3	6	0	29	34	1	64	8	1	9	6	24	187
Total	146	118	3	1	268	2	0	5	72	79	0	63	70	49	182	23	5	40	19	87	616
08:00 AM	47	52	2	0	101	0	0	1	3	4	1	32	41	2	76	14	1	9	2	26	207
08:15 AM	52	53	1	3	109	0	3	1	20	24	2	23	29	9	63	12	1	17	0	30	226
08:30 AM	49	64	0	0	113	0	0	1	99	100	4	38	37	82	161	17	0	21	4	42	416
08:45 AM	58	52	0	0	110	1	1	0	23	25	0	41	46	18	105	8	3	18	6	35	275
Total	206	221	3	3	433	1	4	3	145	153	7	134	153	111	405	51	5	65	12	133	1124
Grand Total	352	339	6	4	701	3	4	8	217	232	7	197	223	160	587	74	10	105	31	220	1740
Apprch %	50.2	48.4	0.9	0.6		1.3	1.7	3.4	93.5		1.2	33.6	38	27.3		33.6	4.5	47.7	14.1		
Total %	20.2	19.5	0.3	0.2	40.3	0.2	0.2	0.5	12.5	13.3	0.4	11.3	12.8	9.2	33.7	4.3	0.6	6	1.8	12.6	

Start Time	PARK BLVD Southbound				App. Total	PAGE MILL RD Westbound				App. Total	PARK BLVD Northbound				App. Total	PAGE MILL RD Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	47	52	2	101	0	0	1	1	1	1	32	41	74	14	1	9	24	200			
08:15 AM	52	53	1	106	0	3	1	4	4	2	23	29	54	12	1	17	30	194			
08:30 AM	49	64	0	113	0	0	1	1	1	4	38	37	79	17	0	21	38	231			
08:45 AM	58	52	0	110	1	1	0	2	2	0	41	46	87	8	3	18	29	228			
Total Volume	206	221	3	430	1	4	3	8	8	7	134	153	294	51	5	65	121	853			
% App. Total	47.9	51.4	0.7		12.5	50	37.5			2.4	45.6	52		42.1	4.1	53.7					
PHF	.888	.863	.375	.951	.250	.333	.750	.500	.500	.438	.817	.832	.845	.750	.417	.774	.796	.923			

# Traffic Data Service

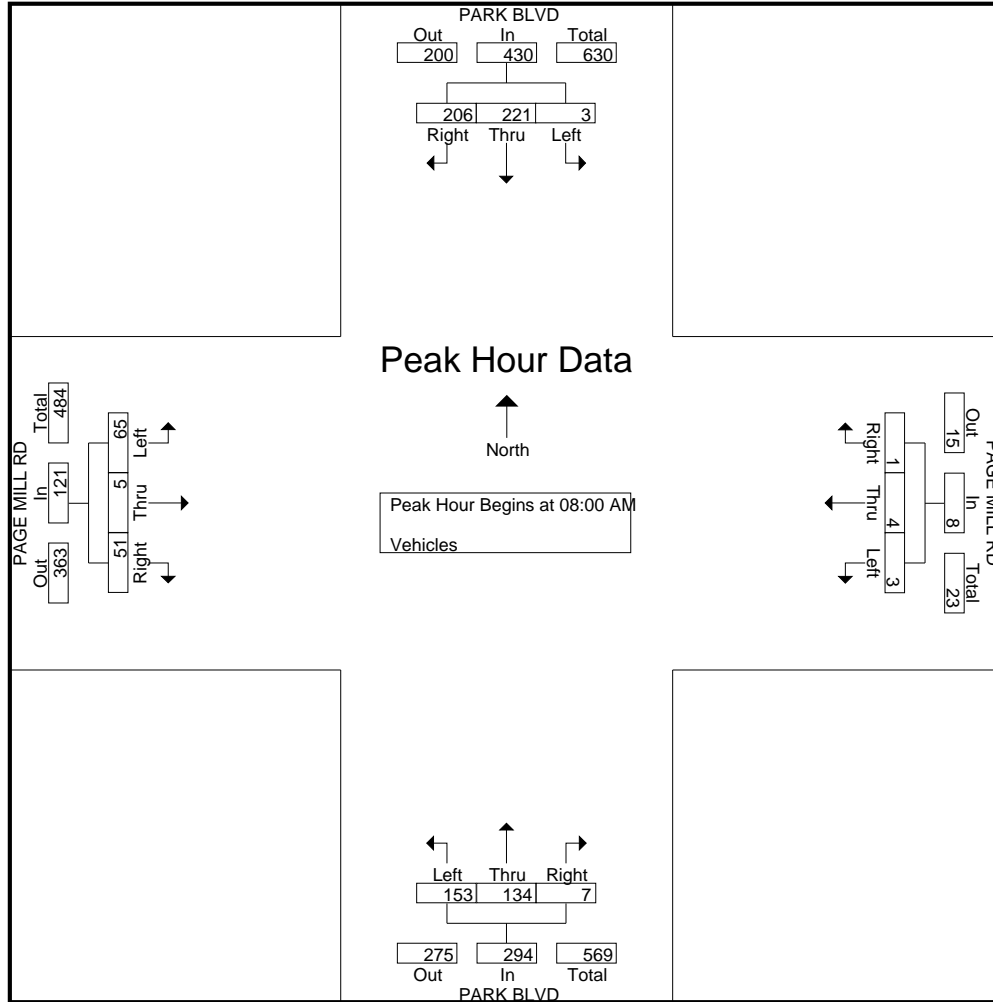
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

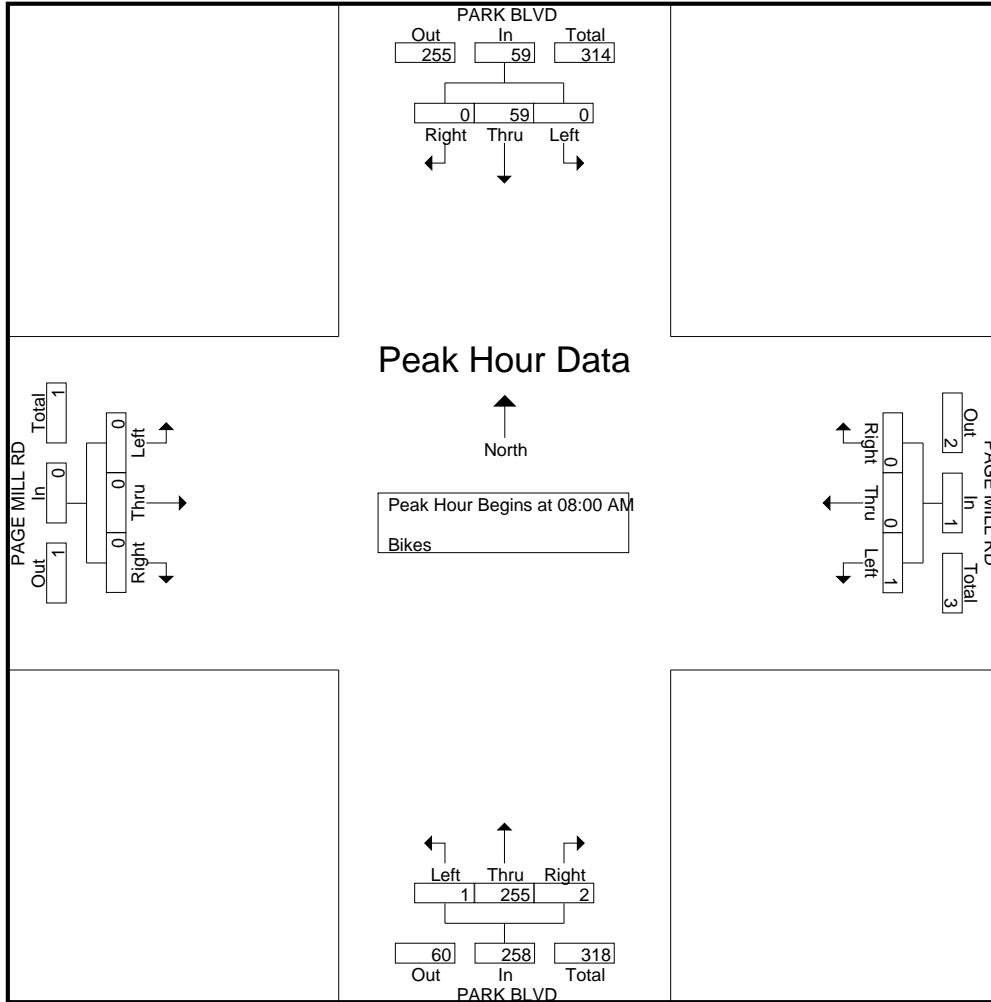
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 3PM FINAL  
Site Code : 00000003  
Start Date : 9/27/2016  
Page No : 1

Groups Printed- Vehicles

Start Time	PARK BLVD Southbound					PAGE MILL RD Westbound					PARK BLVD Northbound					PAGE MILL RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	72	29	0	9	110	0	5	0	34	39	1	21	26	23	71	5	1	13	8	27	247
04:15 PM	71	28	0	0	99	0	3	0	4	7	0	22	29	6	57	3	0	7	10	20	183
04:30 PM	80	35	1	0	116	0	1	0	10	11	0	22	25	7	54	1	0	6	4	11	192
04:45 PM	75	41	0	2	118	1	0	0	13	14	1	20	38	7	66	4	0	10	2	16	214
<b>Total</b>	<b>298</b>	<b>133</b>	<b>1</b>	<b>11</b>	<b>443</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>61</b>	<b>71</b>	<b>2</b>	<b>85</b>	<b>118</b>	<b>43</b>	<b>248</b>	<b>13</b>	<b>1</b>	<b>36</b>	<b>24</b>	<b>74</b>	<b>836</b>
05:00 PM	101	60	0	5	166	2	0	2	89	93	0	23	25	84	132	1	0	9	4	14	405
05:15 PM	90	57	0	2	149	0	0	2	15	17	0	30	23	9	62	6	0	6	5	17	245
05:30 PM	86	41	0	1	128	0	2	1	30	33	0	33	28	20	81	2	1	9	5	17	259
05:45 PM	95	56	0	2	153	3	2	0	18	23	0	34	28	15	77	12	2	8	4	26	279
<b>Total</b>	<b>372</b>	<b>214</b>	<b>0</b>	<b>10</b>	<b>596</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>152</b>	<b>166</b>	<b>0</b>	<b>120</b>	<b>104</b>	<b>128</b>	<b>352</b>	<b>21</b>	<b>3</b>	<b>32</b>	<b>18</b>	<b>74</b>	<b>1188</b>
Grand Total	670	347	1	21	1039	6	13	5	213	237	2	205	222	171	600	34	4	68	42	148	2024
Apprch %	64.5	33.4	0.1	2		2.5	5.5	2.1	89.9		0.3	34.2	37	28.5		23	2.7	45.9	28.4		
Total %	33.1	17.1	0	1	51.3	0.3	0.6	0.2	10.5	11.7	0.1	10.1	11	8.4	29.6	1.7	0.2	3.4	2.1	7.3	

Start Time	PARK BLVD Southbound				PAGE MILL RD Westbound				PARK BLVD Northbound				PAGE MILL RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	<b>101</b>	<b>60</b>	0	<b>161</b>	2	0	<b>2</b>	4	0	23	25	48	1	0	<b>9</b>	10	223
05:15 PM	90	57	0	147	0	0	2	2	0	30	23	53	6	0	6	12	214
05:30 PM	86	41	0	127	0	<b>2</b>	1	3	0	33	<b>28</b>	61	2	1	9	12	203
05:45 PM	95	56	0	151	<b>3</b>	2	0	<b>5</b>	0	<b>34</b>	28	<b>62</b>	<b>12</b>	<b>2</b>	8	<b>22</b>	<b>240</b>
Total Volume	372	214	0	586	5	4	5	14	0	120	104	224	21	3	32	56	880
% App. Total	63.5	36.5	0		35.7	28.6	35.7		0	53.6	46.4		37.5	5.4	57.1		
PHF	.921	.892	.000	.910	.417	.500	.625	.700	.000	.882	.929	.903	.438	.375	.889	.636	.917

# Traffic Data Service

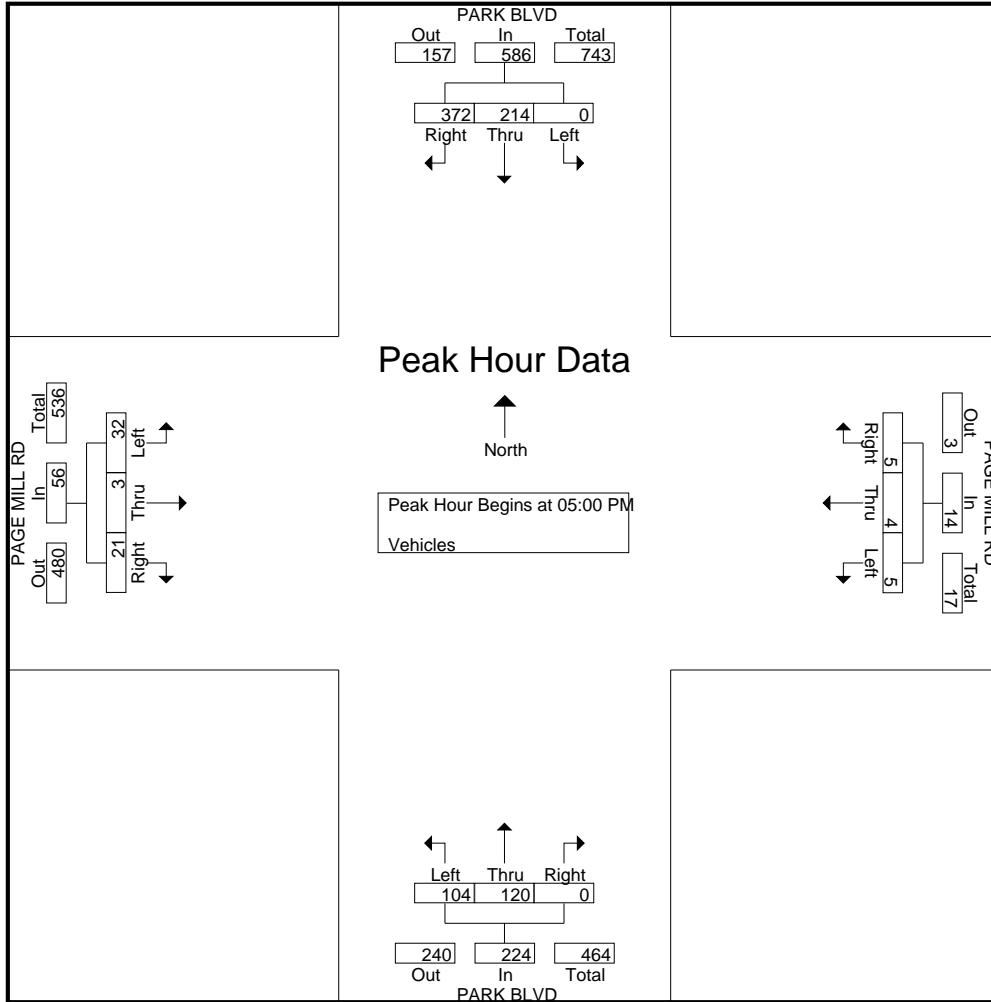
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 3PM FINAL

Site Code : 00000003

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	PARK BLVD Southbound					PAGE MILL RD Westbound					PARK BLVD Northbound					PAGE MILL RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	23
04:15 PM	0	20	0	0	20	0	0	0	0	0	2	9	0	0	11	0	0	1	0	1	32
04:30 PM	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	21
04:45 PM	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	21
<b>Total</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>97</b>
05:00 PM	0	19	0	0	19	0	0	0	0	0	2	18	0	0	20	0	1	4	0	5	44
05:15 PM	1	33	0	0	34	0	0	1	0	1	0	10	0	0	10	0	0	1	0	1	46
05:30 PM	1	28	0	0	29	0	0	0	0	0	0	14	0	0	14	0	0	4	0	4	47
05:45 PM	1	40	0	0	41	0	0	0	0	0	1	17	0	0	18	0	0	2	0	2	61
<b>Total</b>	<b>3</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>198</b>
Grand Total	3	179	0	0	182	0	0	1	0	1	5	90	0	0	95	0	1	16	0	17	295
Apprch %	1.6	98.4	0	0		0	0	100	0		5.3	94.7	0	0		0	5.9	94.1	0		
Total %	1	60.7	0	0	61.7	0	0	0.3	0	0.3	1.7	30.5	0	0	32.2	0	0.3	5.4	0	5.8	

Start Time	PARK BLVD Southbound				PAGE MILL RD Westbound				PARK BLVD Northbound				PAGE MILL RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	19	0	19	0	0	0	0	2	18	0	20	0	1	4	5	44
05:15 PM	1	33	0	34	0	0	1	1	0	10	0	10	0	0	1	1	46
05:30 PM	1	28	0	29	0	0	0	0	0	14	0	14	0	0	4	4	47
05:45 PM	1	40	0	41	0	0	0	0	1	17	0	18	0	0	2	2	61
Total Volume	3	120	0	123	0	0	1	1	3	59	0	62	0	1	11	12	198
% App. Total	2.4	97.6	0		0	0	100		4.8	95.2	0		0	8.3	91.7		
PHF	.750	.750	.000	.750	.000	.000	.250	.250	.375	.819	.000	.775	.000	.250	.688	.600	.811

# Traffic Data Service

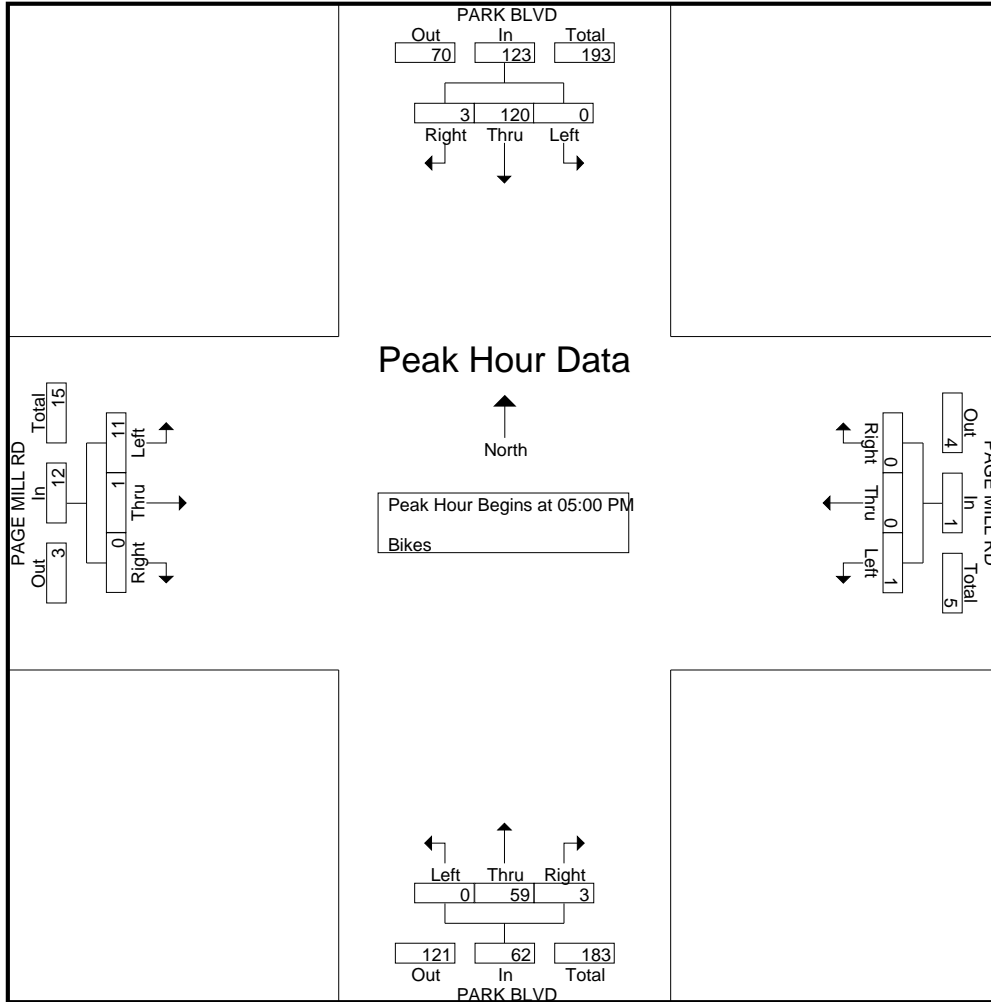
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 3PM FINAL

Site Code : 00000003

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 4AM FINAL  
 Site Code : 00000004  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					CAMBRIDGE AVE Westbound					BIRCH ST Northbound					CAMBRIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	2	0	3	6	0	4	2	2	8	2	9	7	2	20	0	5	0	2	7	41
07:15 AM	3	3	0	0	6	1	5	2	1	9	5	13	15	0	33	1	5	2	6	14	62
07:30 AM	1	6	2	1	10	2	8	6	2	18	0	13	14	3	30	1	1	1	3	6	64
07:45 AM	2	12	2	3	19	2	10	1	2	15	1	22	38	4	65	2	4	0	2	8	107
<b>Total</b>	<b>7</b>	<b>23</b>	<b>4</b>	<b>7</b>	<b>41</b>	<b>5</b>	<b>27</b>	<b>11</b>	<b>7</b>	<b>50</b>	<b>8</b>	<b>57</b>	<b>74</b>	<b>9</b>	<b>148</b>	<b>4</b>	<b>15</b>	<b>3</b>	<b>13</b>	<b>35</b>	<b>274</b>
08:00 AM	6	17	3	2	28	1	7	2	6	16	8	28	46	2	84	3	10	0	4	17	145
08:15 AM	4	16	3	4	27	4	7	2	7	20	16	26	17	8	67	2	4	1	9	16	130
08:30 AM	5	30	5	8	48	2	10	2	6	20	12	39	26	5	82	9	8	1	3	21	171
08:45 AM	6	20	4	1	31	0	6	1	13	20	12	29	29	7	77	7	7	2	1	17	145
<b>Total</b>	<b>21</b>	<b>83</b>	<b>15</b>	<b>15</b>	<b>134</b>	<b>7</b>	<b>30</b>	<b>7</b>	<b>32</b>	<b>76</b>	<b>48</b>	<b>122</b>	<b>118</b>	<b>22</b>	<b>310</b>	<b>21</b>	<b>29</b>	<b>4</b>	<b>17</b>	<b>71</b>	<b>591</b>
Grand Total	28	106	19	22	175	12	57	18	39	126	56	179	192	31	458	25	44	7	30	106	865
Apprch %	16	60.6	10.9	12.6		9.5	45.2	14.3	31		12.2	39.1	41.9	6.8		23.6	41.5	6.6	28.3		
Total %	3.2	12.3	2.2	2.5	20.2	1.4	6.6	2.1	4.5	14.6	6.5	20.7	22.2	3.6	52.9	2.9	5.1	0.8	3.5	12.3	

Start Time	BIRCH ST Southbound				CAMBRIDGE AVE Westbound				BIRCH ST Northbound				CAMBRIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	17	3	26	1	7	2	10	8	28	46	82	3	10	0	13	131
08:15 AM	4	16	3	23	4	7	2	13	16	26	17	59	2	4	1	7	102
08:30 AM	5	30	5	40	2	10	2	14	12	39	26	77	9	8	1	18	149
08:45 AM	6	20	4	30	0	6	1	7	12	29	29	70	7	7	2	16	123
Total Volume	21	83	15	119	7	30	7	44	48	122	118	288	21	29	4	54	505
% App. Total	17.6	69.7	12.6		15.9	68.2	15.9		16.7	42.4	41		38.9	53.7	7.4		
PHF	.875	.692	.750	.744	.438	.750	.875	.786	.750	.782	.641	.878	.583	.725	.500	.750	.847

# Traffic Data Service

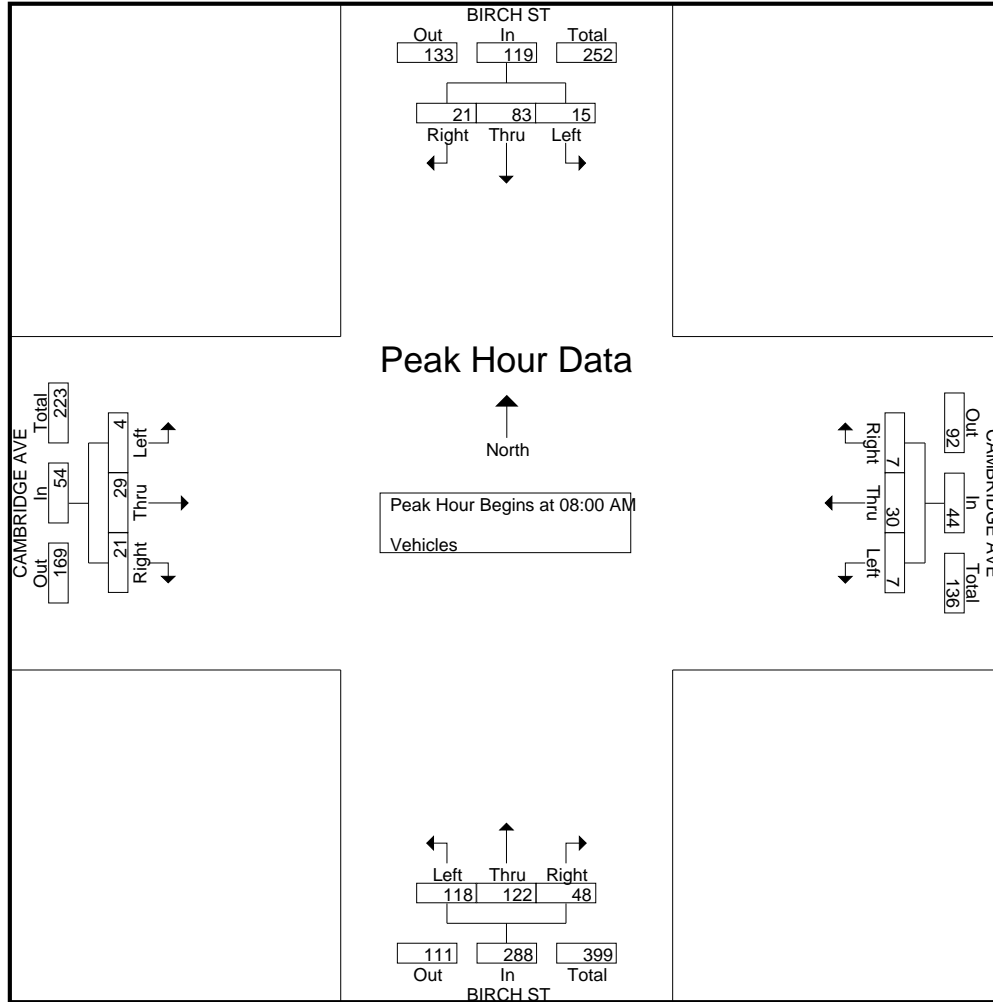
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 4AM FINAL

Site Code : 00000004

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 4AM FINAL  
 Site Code : 00000004  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	BIRCH ST Southbound					CAMBRIDGE AVE Westbound					BIRCH ST Northbound					CAMBRIDGE AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	4	1	0	5	1	0	1	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	12
08:30 AM	1	2	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	1	1	0	0	2	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	12
<b>Total</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
Grand Total	2	11	3	0	16	2	7	2	0	11	2	11	0	0	13	0	8	0	0	8	0	0	0	0	0	48
Apprch %	12.5	68.8	18.8	0		18.2	63.6	18.2	0		15.4	84.6	0	0		0	100	0	0							
Total %	4.2	22.9	6.2	0	33.3	4.2	14.6	4.2	0	22.9	4.2	22.9	0	0	27.1	0	16.7	0	0	16.7						

Start Time	BIRCH ST Southbound				App. Total	CAMBRIDGE AVE Westbound				App. Total	BIRCH ST Northbound				App. Total	CAMBRIDGE AVE Eastbound				App. Total	Int. Total					
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds							
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	4	1	0	5	1	0	1	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	12
08:30 AM	1	2	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	1	1	0	0	2	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	12
Total Volume	2	7	1	0	10	1	5	1	0	7	2	8	0	0	10	0	4	0	0	4	0	0	0	0	0	31
% App. Total	20	70	10	0		14.3	71.4	14.3	0		20	80	0	0		0	100	0	0							
PHF	.500	.438	.250	.500		.250	.417	.250	.583		.250	.400	.000	.500		.000	.500	.000	.500							.646

# Traffic Data Service

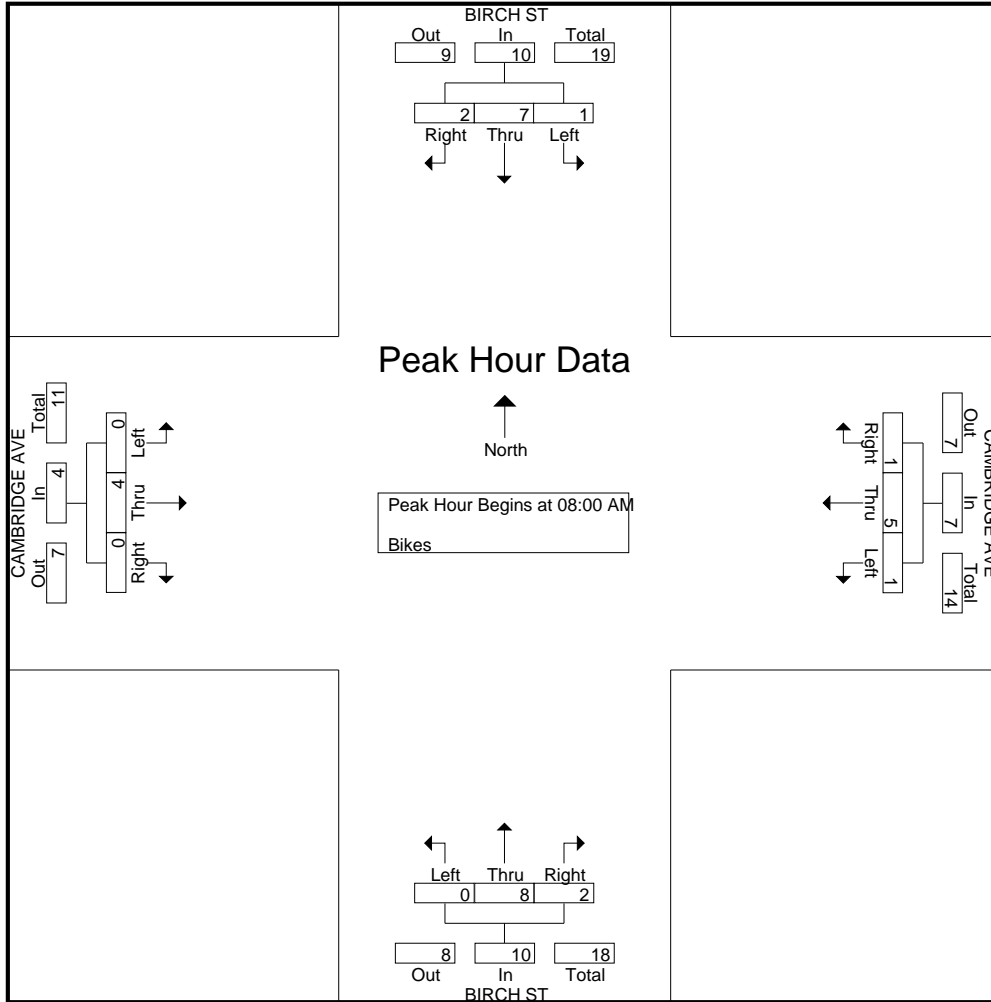
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 4AM FINAL

Site Code : 00000004

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 5AM FINAL  
Site Code : 00000005  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					SHERMAN AVE Westbound					BIRCH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	4	2	1	8	0	1	2	0	3	5	28	15	1	49	1	2	0	4	7	67
07:15 AM	1	1	3	2	7	3	0	0	1	4	3	38	12	4	57	0	5	1	7	13	81
07:30 AM	2	3	4	2	11	2	2	0	2	6	5	44	14	0	63	1	5	0	0	6	86
07:45 AM	0	5	9	9	23	4	1	0	1	6	6	67	12	3	88	0	0	2	3	5	122
Total	4	13	18	14	49	9	4	2	4	19	19	177	53	8	257	2	12	3	14	31	356
08:00 AM	1	6	4	0	11	1	1	1	2	5	6	100	13	9	128	1	0	0	4	5	149
08:15 AM	0	6	7	4	17	5	2	2	2	11	8	94	8	4	114	0	0	0	8	8	150
08:30 AM	1	14	7	3	25	4	1	4	2	11	12	100	9	3	124	2	0	2	5	9	169
08:45 AM	0	13	8	3	24	7	0	2	2	11	13	89	8	6	116	0	1	1	6	8	159
Total	2	39	26	10	77	17	4	9	8	38	39	383	38	22	482	3	1	3	23	30	627
Grand Total	6	52	44	24	126	26	8	11	12	57	58	560	91	30	739	5	13	6	37	61	983
Apprch %	4.8	41.3	34.9	19		45.6	14	19.3	21.1		7.8	75.8	12.3	4.1		8.2	21.3	9.8	60.7		
Total %	0.6	5.3	4.5	2.4	12.8	2.6	0.8	1.1	1.2	5.8	5.9	57	9.3	3.1	75.2	0.5	1.3	0.6	3.8	6.2	

Start Time	BIRCH ST Southbound				SHERMAN AVE Westbound				BIRCH ST Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	6	4	11	1	1	1	3	6	100	13	119	1	0	0	1	134
08:15 AM	0	6	7	13	5	2	2	9	8	94	8	110	0	0	0	0	132
08:30 AM	1	14	7	22	4	1	4	9	12	100	9	121	2	0	2	4	156
08:45 AM	0	13	8	21	7	0	2	9	13	89	8	110	0	1	1	2	142
Total Volume	2	39	26	67	17	4	9	30	39	383	38	460	3	1	3	7	564
% App. Total	3	58.2	38.8		56.7	13.3	30		8.5	83.3	8.3		42.9	14.3	42.9		
PHF	.500	.696	.813	.761	.607	.500	.563	.833	.750	.958	.731	.950	.375	.250	.375	.438	.904

# Traffic Data Service

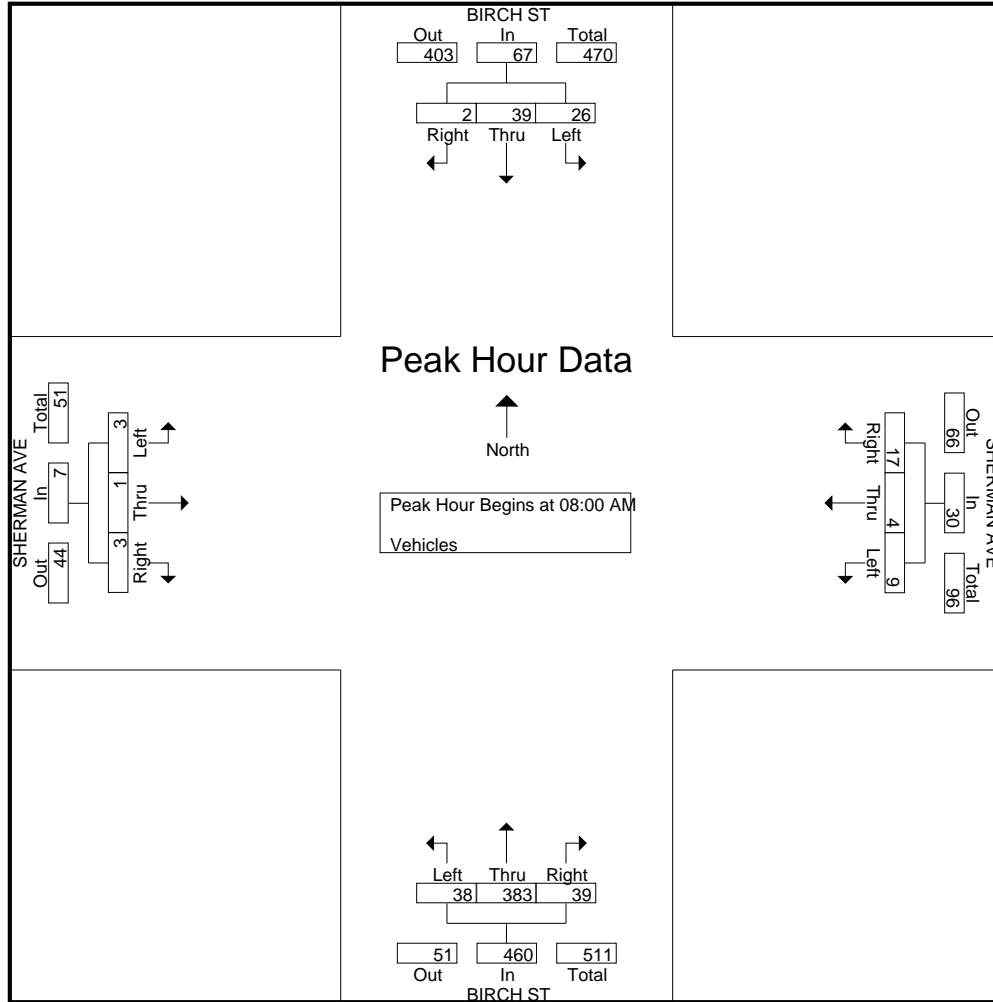
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 5AM FINAL

Site Code : 00000005

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 5AM FINAL  
Site Code : 00000005  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Bikes

Start Time	BIRCH ST Southbound					SHERMAN AVE Westbound					BIRCH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	3	0	0	3	2	2	0	0	4	1	4	0	0	5	0	0	0	0	0	12
Apprch %	0	100	0	0		50	50	0	0		20	80	0	0		0	0	0	0		
Total %	0	25	0	0	25	16.7	16.7	0	0	33.3	8.3	33.3	0	0	41.7	0	0	0	0	0	

Start Time	BIRCH ST Southbound				SHERMAN AVE Westbound				BIRCH ST Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Total Volume	0	3	0	3	1	2	0	3	0	1	0	1	0	0	0	0	7
% App. Total	0	100	0		33.3	66.7	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.250	.500	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000	.438

# Traffic Data Service

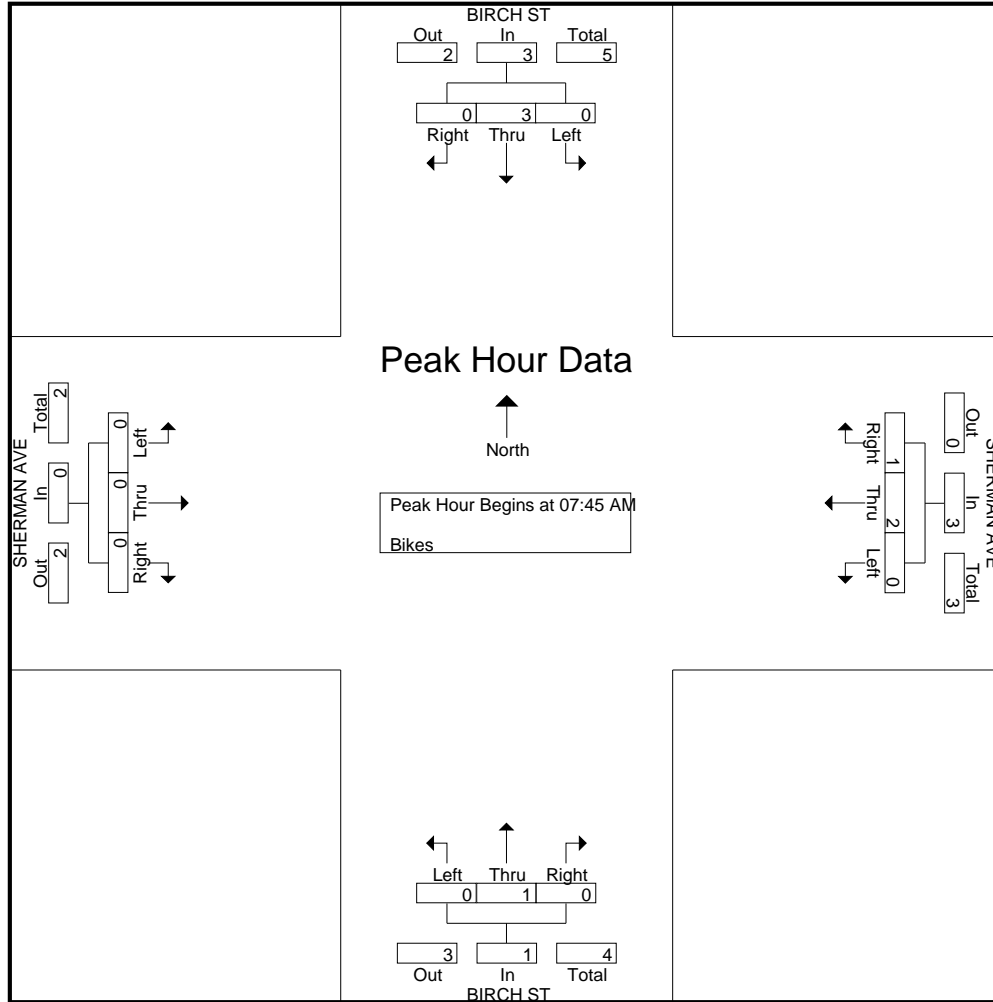
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 5AM FINAL

Site Code : 00000005

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 5PM FINAL  
 Site Code : 00000005  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					SHERMAN AVE Westbound					BIRCH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	19	7	2	28	6	0	2	2	10	9	66	11	0	86	0	0	0	5	5	129
04:15 PM	0	19	8	5	32	5	0	4	2	11	5	42	8	3	58	0	0	0	8	8	109
04:30 PM	0	5	8	3	16	5	2	6	1	14	9	49	4	2	64	0	0	1	0	1	95
04:45 PM	3	18	4	8	33	2	3	5	3	13	6	77	17	1	101	1	1	2	4	8	155
<b>Total</b>	<b>3</b>	<b>61</b>	<b>27</b>	<b>18</b>	<b>109</b>	<b>18</b>	<b>5</b>	<b>17</b>	<b>8</b>	<b>48</b>	<b>29</b>	<b>234</b>	<b>40</b>	<b>6</b>	<b>309</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>17</b>	<b>22</b>	<b>488</b>
05:00 PM	4	10	11	7	32	5	3	7	4	19	5	45	11	3	64	2	10	0	6	18	133
05:15 PM	2	12	12	2	28	1	2	4	1	8	5	39	10	2	56	5	14	0	3	22	114
05:30 PM	0	15	8	9	32	5	5	3	7	20	11	63	7	4	85	2	12	2	5	21	158
05:45 PM	3	15	12	4	34	2	8	6	5	21	6	51	9	4	70	2	12	2	5	21	146
<b>Total</b>	<b>9</b>	<b>52</b>	<b>43</b>	<b>22</b>	<b>126</b>	<b>13</b>	<b>18</b>	<b>20</b>	<b>17</b>	<b>68</b>	<b>27</b>	<b>198</b>	<b>37</b>	<b>13</b>	<b>275</b>	<b>11</b>	<b>48</b>	<b>4</b>	<b>19</b>	<b>82</b>	<b>551</b>
Grand Total	12	113	70	40	235	31	23	37	25	116	56	432	77	19	584	12	49	7	36	104	1039
Apprch %	5.1	48.1	29.8	17		26.7	19.8	31.9	21.6		9.6	74	13.2	3.3		11.5	47.1	6.7	34.6		
Total %	1.2	10.9	6.7	3.8	22.6	3	2.2	3.6	2.4	11.2	5.4	41.6	7.4	1.8	56.2	1.2	4.7	0.7	3.5	10	

Start Time	BIRCH ST Southbound				App. Total	SHERMAN AVE Westbound				App. Total	BIRCH ST Northbound				App. Total	SHERMAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	<b>18</b>	4		25	2	3	5		10	6	<b>77</b>	17		100	1	1	2		4	139
05:00 PM	4	10	11		25	5	3	7		15	5	45	11		61	2	10	0		12	113
05:15 PM	2	12	12		26	1	2	4		7	5	39	10		54	5	14	0		19	106
05:30 PM	0	15	8		23	5	5	3		13	11	63	7		81	2	12	2		16	133
Total Volume	9	55	35		99	13	13	19		45	27	224	45		296	10	37	4		51	491
% App. Total	9.1	55.6	35.4			28.9	28.9	42.2			9.1	75.7	15.2			19.6	72.5	7.8			
PHF	.563	.764	.729		.952	.650	.650	.679		.750	.614	.727	.662		.740	.500	.661	.500		.671	.883

# Traffic Data Service

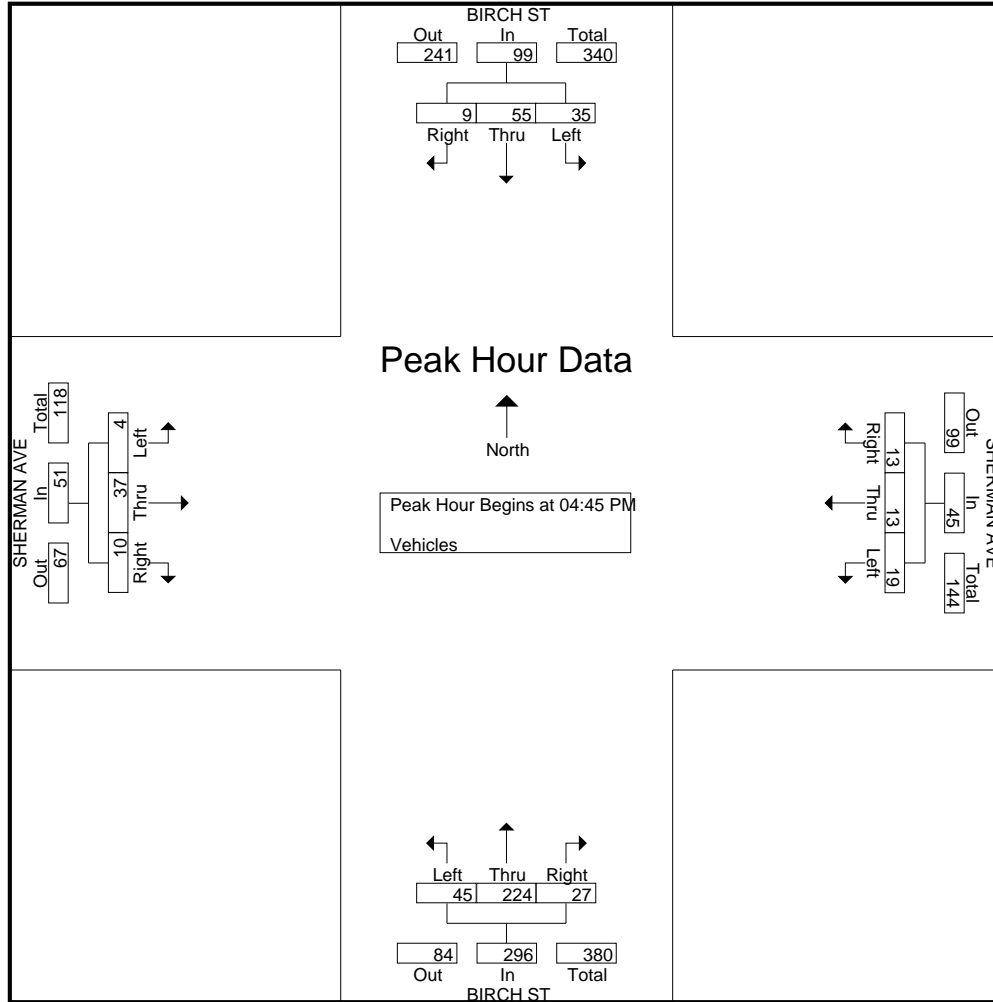
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 5PM FINAL  
Site Code : 00000005  
Start Date : 9/27/2016  
Page No : 1

Groups Printed- Bikes

Start Time	BIRCH ST Southbound					SHERMAN AVE Westbound					BIRCH ST Northbound					SHERMAN AVE Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
05:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>
Grand Total	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	8
Apprch %	0	50	50	0		0	0	0	0		0	0	0	0		0	100	0	0			
Total %	0	37.5	37.5	0	75	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25		

Start Time	BIRCH ST Southbound				SHERMAN AVE Westbound				BIRCH ST Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	3	5	0	0	0	0	0	0	0	0	0	2	0	2	7
% App. Total	0	40	60		0	0	0		0	0	0		0	100	0		
PHF	.000	.500	.750	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.583

# Traffic Data Service

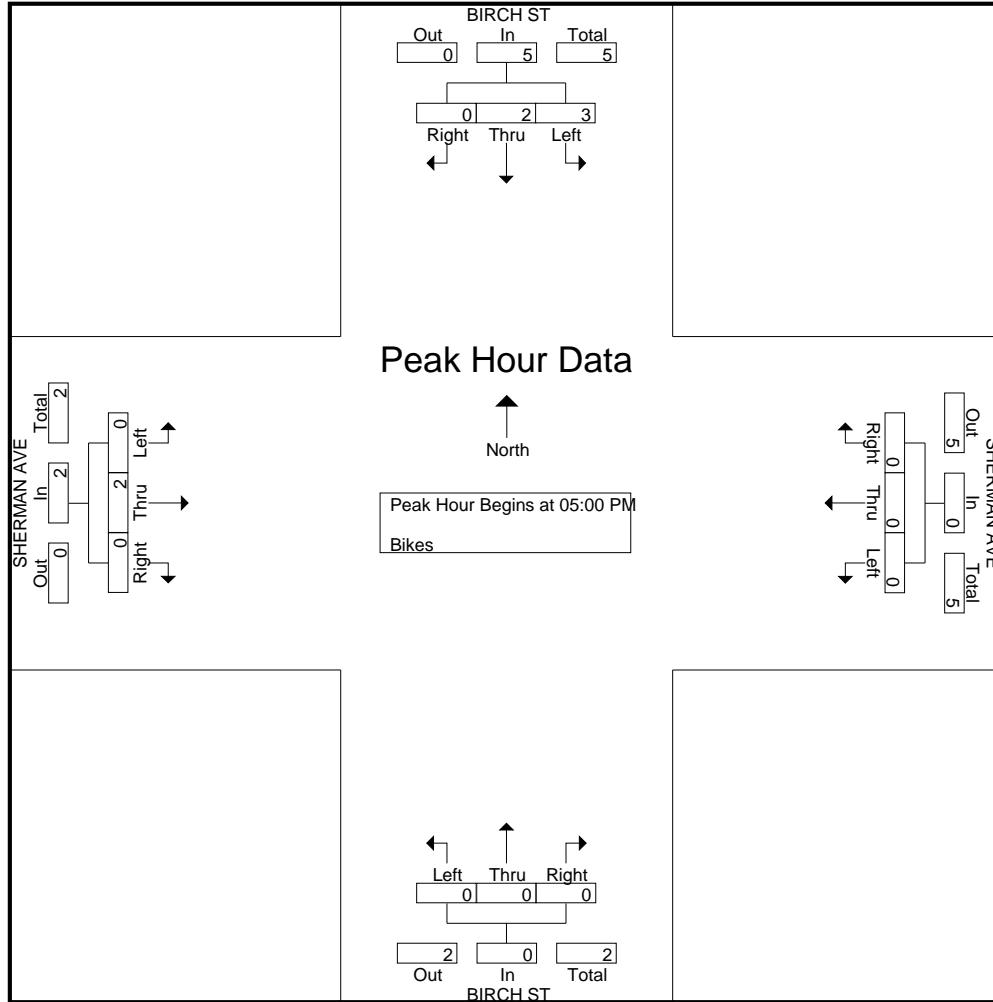
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 6AM FINAL  
 Site Code : 00000006  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					GRANT AVE Westbound					BIRCH ST Northbound					GRANT AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	4	1	1	8	0	0	0	1	1	6	47	3	2	58	2	4	2	0	8	75
07:15 AM	0	0	1	2	3	0	0	0	5	5	5	49	3	0	57	0	7	6	1	14	79
07:30 AM	1	3	0	0	4	0	0	0	4	4	7	60	4	0	71	2	7	2	0	11	90
07:45 AM	0	4	1	0	5	0	0	0	4	4	6	82	16	1	105	0	9	5	1	15	129
<b>Total</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>24</b>	<b>238</b>	<b>26</b>	<b>3</b>	<b>291</b>	<b>4</b>	<b>27</b>	<b>15</b>	<b>2</b>	<b>48</b>	<b>373</b>
08:00 AM	3	6	2	0	11	0	0	0	3	3	8	113	8	0	129	4	8	6	2	20	163
08:15 AM	1	5	1	0	7	0	0	0	1	1	9	105	9	0	123	1	8	5	5	19	150
08:30 AM	6	8	8	0	22	0	0	0	1	1	8	105	7	1	121	1	12	12	1	26	170
08:45 AM	3	8	4	0	15	0	0	0	5	5	7	94	15	3	119	5	7	8	3	23	162
<b>Total</b>	<b>13</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>32</b>	<b>417</b>	<b>39</b>	<b>4</b>	<b>492</b>	<b>11</b>	<b>35</b>	<b>31</b>	<b>11</b>	<b>88</b>	<b>645</b>
Grand Total	16	38	18	3	75	0	0	0	24	24	56	655	65	7	783	15	62	46	13	136	1018
Apprch %	21.3	50.7	24	4		0	0	0	100		7.2	83.7	8.3	0.9		11	45.6	33.8	9.6		
Total %	1.6	3.7	1.8	0.3	7.4	0	0	0	2.4	2.4	5.5	64.3	6.4	0.7	76.9	1.5	6.1	4.5	1.3	13.4	

Start Time	BIRCH ST Southbound				App. Total	GRANT AVE Westbound				App. Total	BIRCH ST Northbound				App. Total	GRANT AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	6	2	0	11	0	0	0	0	0	8	113	8	0	129	4	8	6	0	18	158
08:15 AM	1	5	1	0	7	0	0	0	0	0	9	105	9	0	123	1	8	5	0	14	144
08:30 AM	6	8	8	0	22	0	0	0	0	0	8	105	7	1	120	1	12	12	0	25	167
08:45 AM	3	8	4	0	15	0	0	0	0	0	7	94	15	3	116	5	7	8	0	20	151
Total Volume	13	27	15	0	55	0	0	0	0	0	32	417	39	4	488	11	35	31	0	77	620
% App. Total	23.6	49.1	27.3	0		0	0	0	0	0	6.6	85.5	8	0		14.3	45.5	40.3	0		
PHF	.542	.844	.469		.625	.000	.000	.000	.000	.000	.889	.923	.650	.946		.550	.729	.646		.770	.928

# Traffic Data Service

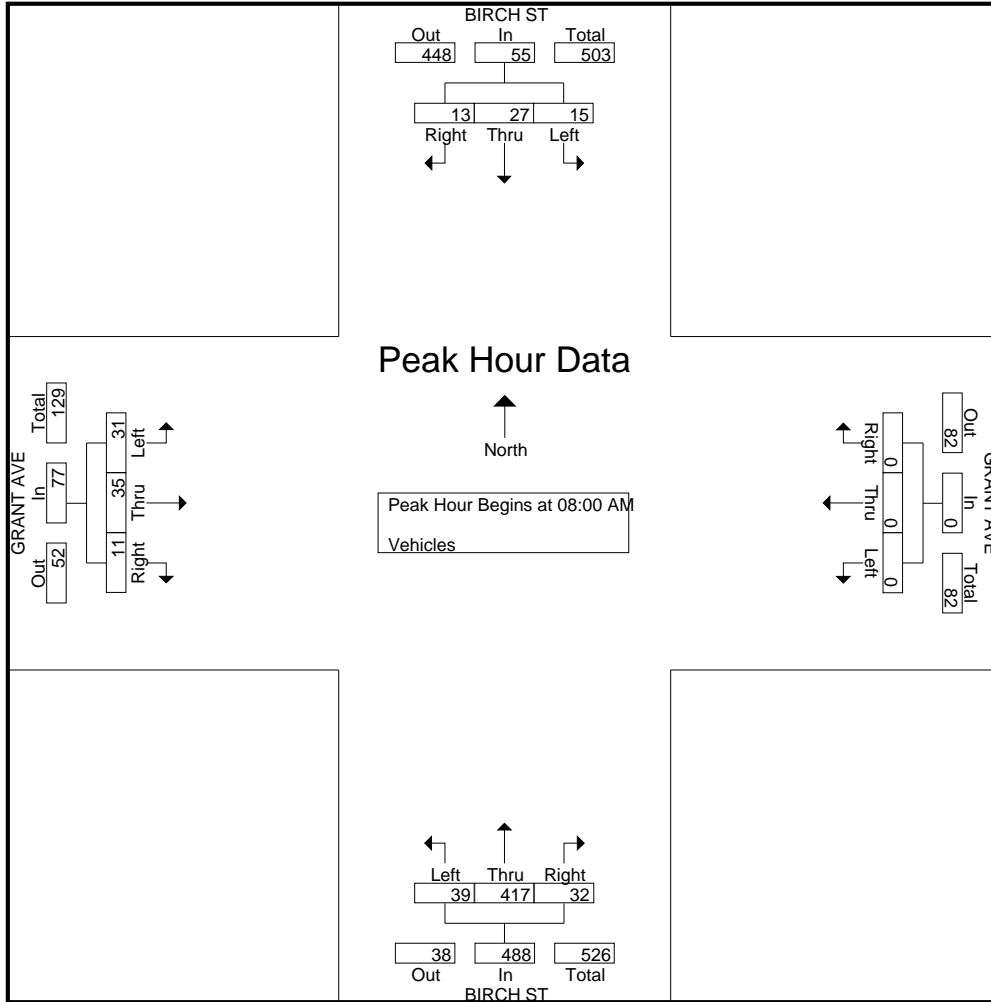
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 6AM FINAL  
 Site Code : 00000006  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Bikes

Start Time	BIRCH ST Southbound					GRANT AVE Westbound					BIRCH ST Northbound					GRANT AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	3
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	0	0	3	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	
Grand Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	9	4	0	13	0	13	0	0	18	
Apprch %	0	66.7	33.3	0		0	0	0	0		0	100	0	0		0	69.2	30.8	0		0		0	0		
Total %	0	11.1	5.6	0	16.7	0	0	0	0	0	0	11.1	0	0	11.1	0	50	22.2	0	72.2	0	72.2	0	0		

Start Time	BIRCH ST Southbound				GRANT AVE Westbound				BIRCH ST Northbound				GRANT AVE Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	3
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	3
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3	0	3	0	3	4
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	7	2	9	0	9	0	9	12
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	77.8	22.2		0		0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.500	.750	.000	.750	.000	.750	.750

# Traffic Data Service

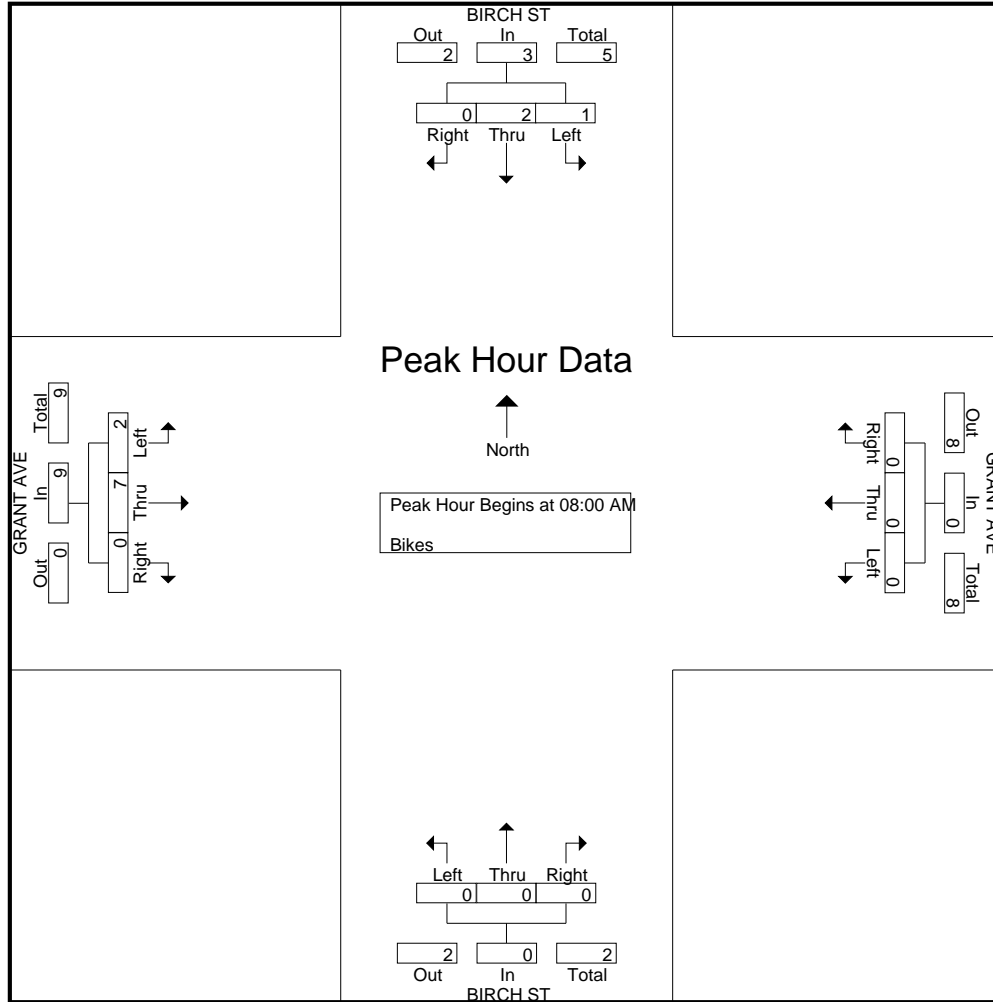
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 6PM FINAL  
Site Code : 00000006  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					GRANT AVE Westbound					BIRCH ST Northbound					GRANT AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	16	2	0	23	0	0	0	2	2	6	76	2	1	85	3	4	7	1	15	125
04:15 PM	7	16	3	2	28	0	0	0	3	3	9	56	4	3	72	1	7	0	2	10	113
04:30 PM	1	12	1	2	16	0	0	0	2	2	2	57	4	0	63	5	11	4	2	22	103
04:45 PM	2	22	2	0	26	0	0	0	2	2	4	88	3	1	96	1	11	11	2	25	149
Total	15	66	8	4	93	0	0	0	9	9	21	277	13	5	316	10	33	22	7	72	490
05:00 PM	1	16	2	0	19	0	0	0	6	6	5	56	4	1	66	2	10	5	1	18	109
05:15 PM	0	19	1	0	20	0	0	0	3	3	2	53	6	0	61	5	9	3	3	20	104
05:30 PM	1	19	3	1	24	0	0	0	7	7	2	81	6	0	89	2	6	2	5	15	135
05:45 PM	1	19	3	1	24	0	0	0	2	2	6	66	7	0	79	4	6	1	2	13	118
Total	3	73	9	2	87	0	0	0	18	18	15	256	23	1	295	13	31	11	11	66	466
Grand Total	18	139	17	6	180	0	0	0	27	27	36	533	36	6	611	23	64	33	18	138	956
Apprch %	10	77.2	9.4	3.3		0	0	0	100		5.9	87.2	5.9	1		16.7	46.4	23.9	13		
Total %	1.9	14.5	1.8	0.6	18.8	0	0	0	2.8	2.8	3.8	55.8	3.8	0.6	63.9	2.4	6.7	3.5	1.9	14.4	

Start Time	BIRCH ST Southbound				App. Total	GRANT AVE Westbound				App. Total	BIRCH ST Northbound				App. Total	GRANT AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	5	16	2	0	23	0	0	0	0	0	6	76	2	1	84	3	4	7	1	14	121
04:15 PM	7	16	3	2	26	0	0	0	0	0	9	56	4	3	69	1	7	0	2	8	103
04:30 PM	1	12	1	2	14	0	0	0	0	0	2	57	4	0	63	5	11	4	2	20	97
04:45 PM	2	22	2	0	26	0	0	0	0	0	4	88	3	1	95	1	11	11	2	23	144
Total Volume	15	66	8	4	89	0	0	0	0	0	21	277	13	5	311	10	33	22	7	65	465
% App. Total	16.9	74.2	9	4.5		0	0	0	0	0	6.8	89.1	4.2	1.6		15.4	50.8	33.8	10.8		
PHF	.536	.750	.667	.856		.000	.000	.000	.000	.000	.583	.787	.813	.818		.500	.750	.500	.707		.807

# Traffic Data Service

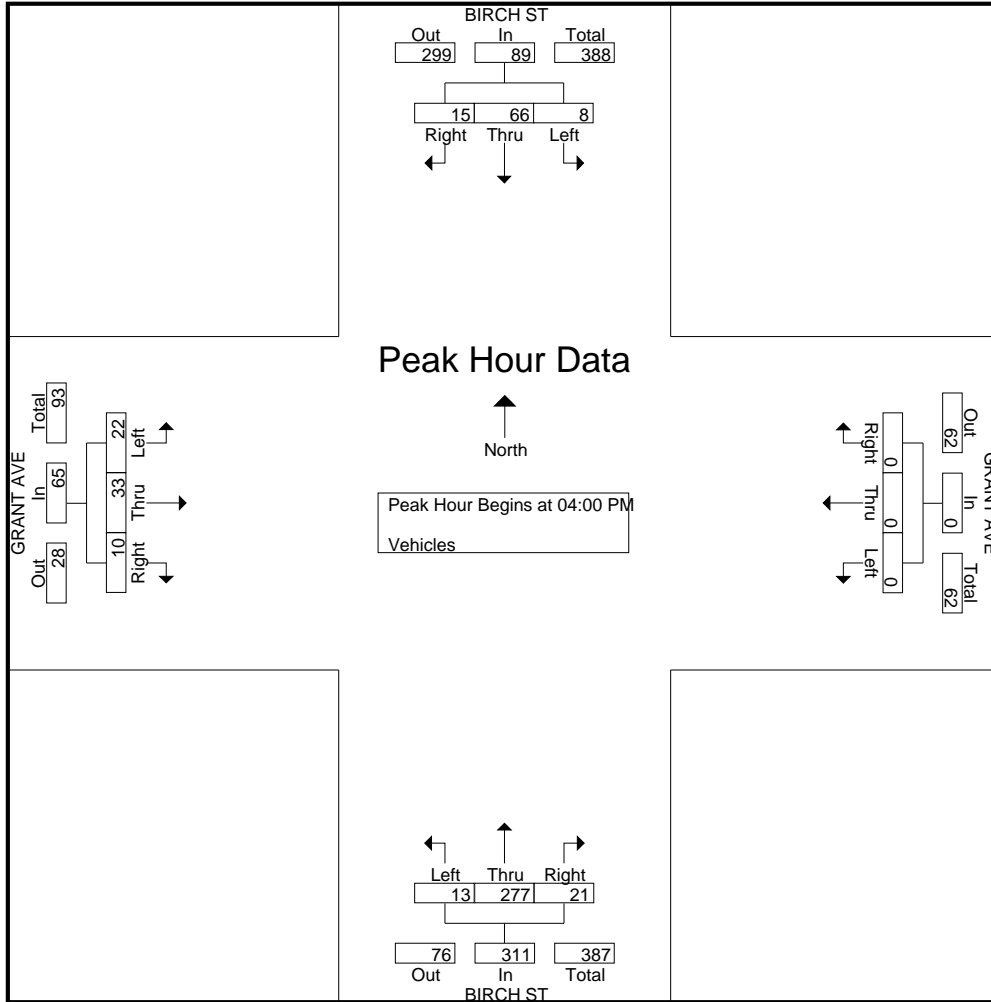
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 6PM FINAL

Site Code : 00000006

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Bikes

Start Time	BIRCH ST Southbound					GRANT AVE Westbound					BIRCH ST Northbound					GRANT AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Grand Total	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
Apprch %	0	50	50	0		0	100	0	0		0	0	0	0		0	50	50	0		0	0	0	0	0	
Total %	0	20	20	0	40	0	20	0	0	20	0	0	0	0	0	0	20	20	0	40	0	0	0	0	0	

Start Time	BIRCH ST Southbound				GRANT AVE Westbound				BIRCH ST Northbound				GRANT AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
% App. Total	0	0	100		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.500	.500

# Traffic Data Service

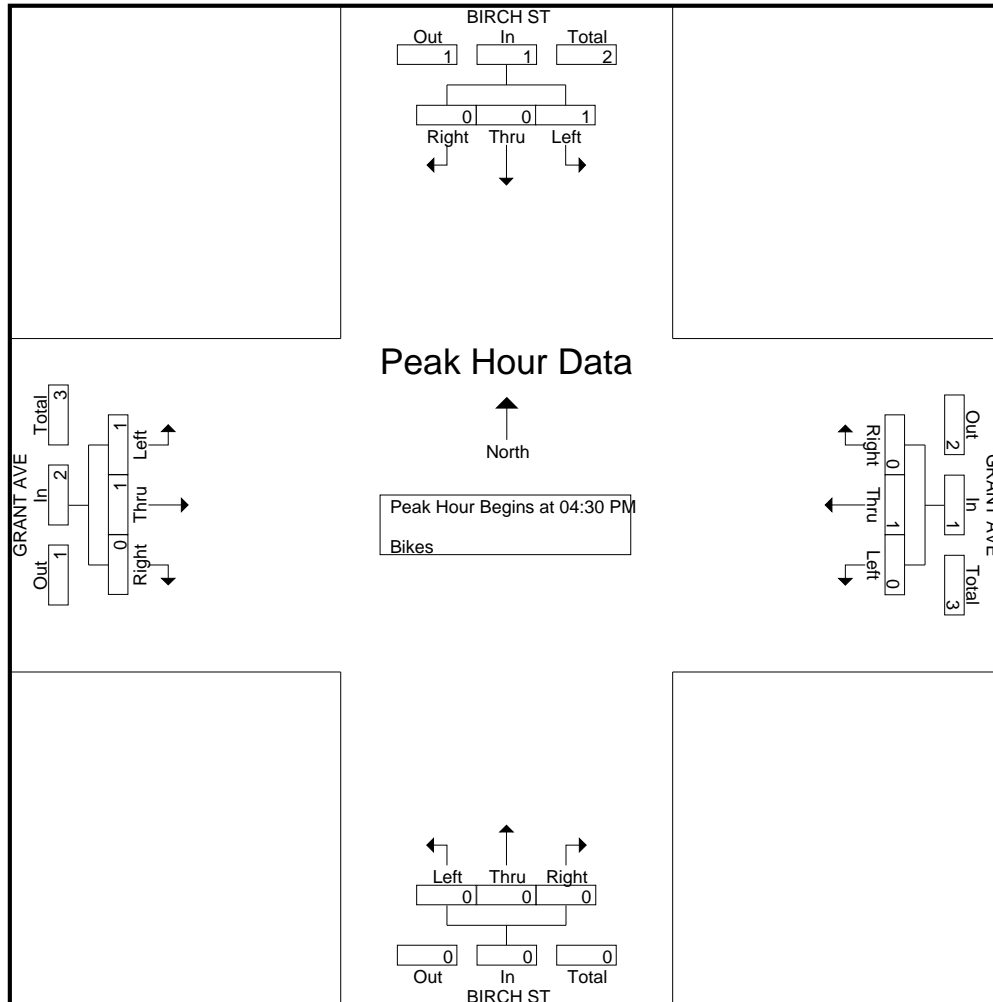
San Jose, CA  
(408) 622-4787  
*idsbay@cs.com*

File Name : 6PM FINAL

Site Code : 00000006

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 7AM FINAL  
Site Code : 00000007  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					SHERIDAN AVE Westbound					BIRCH ST Northbound					SHERIDAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	4	1	4	10	1	0	3	0	4	25	54	13	1	93	1	6	1	1	9	116
07:15 AM	0	0	0	1	1	3	1	2	3	9	39	51	13	2	105	1	6	2	0	9	124
07:30 AM	1	2	1	0	4	1	3	5	2	11	35	66	15	0	116	1	12	0	0	13	144
07:45 AM	0	3	2	1	6	0	7	4	3	14	39	101	38	0	178	0	12	1	0	13	211
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>21</b>	<b>5</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>38</b>	<b>138</b>	<b>272</b>	<b>79</b>	<b>3</b>	<b>492</b>	<b>3</b>	<b>36</b>	<b>4</b>	<b>1</b>	<b>44</b>	<b>595</b>
08:00 AM	2	2	5	6	15	1	2	3	1	7	60	124	50	3	237	0	9	0	0	9	268
08:15 AM	0	2	3	1	6	3	3	2	0	8	56	124	29	0	209	0	7	2	0	9	232
08:30 AM	0	5	6	3	14	2	4	1	1	8	60	112	35	1	208	1	13	5	0	19	249
08:45 AM	2	4	6	3	15	0	5	2	4	11	70	117	30	3	220	1	7	2	0	10	256
<b>Total</b>	<b>4</b>	<b>13</b>	<b>20</b>	<b>13</b>	<b>50</b>	<b>6</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>34</b>	<b>246</b>	<b>477</b>	<b>144</b>	<b>7</b>	<b>874</b>	<b>2</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>47</b>	<b>1005</b>
Grand Total	6	22	24	19	71	11	25	22	14	72	384	749	223	10	1366	5	72	13	1	91	1600
Apprch %	8.5	31	33.8	26.8		15.3	34.7	30.6	19.4		28.1	54.8	16.3	0.7		5.5	79.1	14.3	1.1		
Total %	0.4	1.4	1.5	1.2	4.4	0.7	1.6	1.4	0.9	4.5	24	46.8	13.9	0.6	85.4	0.3	4.5	0.8	0.1	5.7	

Start Time	BIRCH ST Southbound				App. Total	SHERIDAN AVE Westbound				App. Total	BIRCH ST Northbound				App. Total	SHERIDAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	2	5	9		1	2	3	6		60	124	50	234		0	9	0	9		258
08:15 AM	0	2	3	5		3	3	2	8		56	124	29	209		0	7	2	9		231
08:30 AM	0	5	6	11		2	4	1	7		60	112	35	207		1	13	5	19		244
08:45 AM	2	4	6	12		0	5	2	7		70	117	30	217		1	7	2	10		246
Total Volume	4	13	20	37		6	14	8	28		246	477	144	867		2	36	9	47		979
% App. Total	10.8	35.1	54.1			21.4	50	28.6			28.4	55	16.6			4.3	76.6	19.1			
PHF	.500	.650	.833	.771		.500	.700	.667	.875		.879	.962	.720	.926		.500	.692	.450	.618		.949

# Traffic Data Service

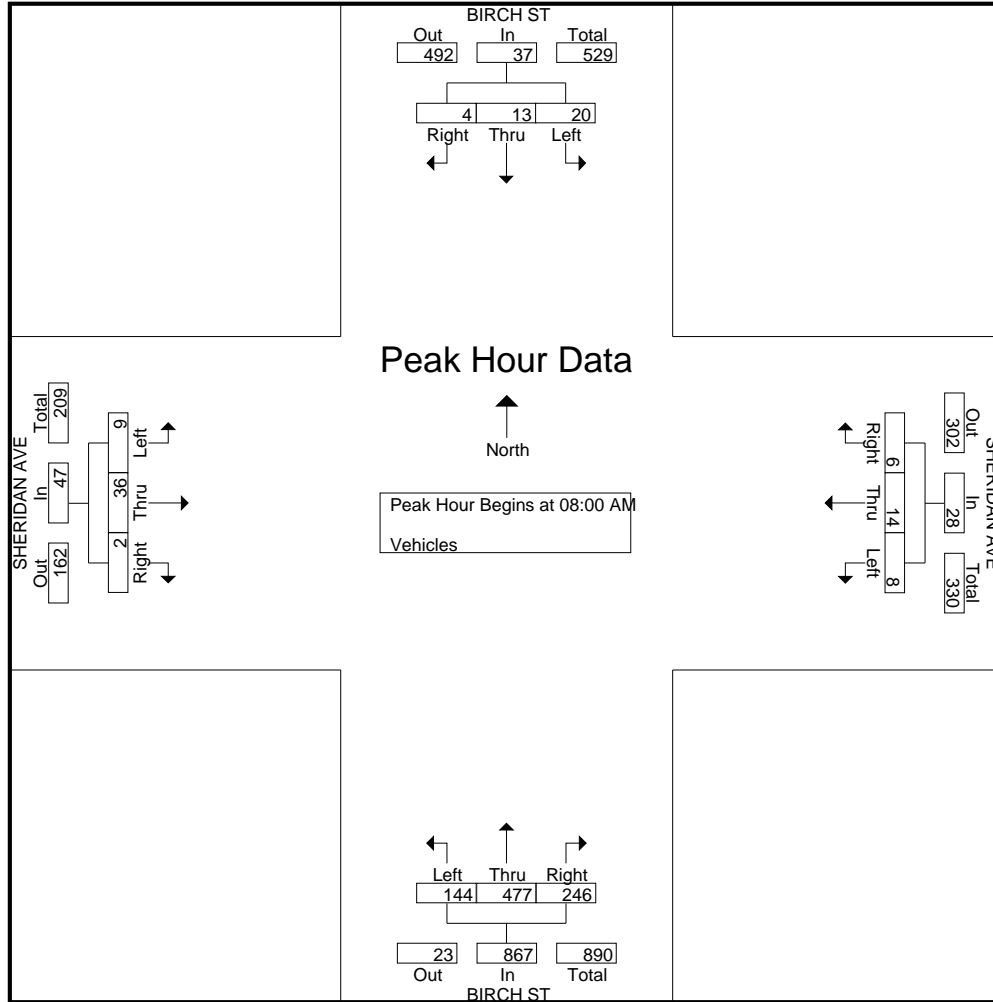
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 7AM FINAL  
 Site Code : 00000007  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	BIRCH ST Southbound					SHERIDAN AVE Westbound					BIRCH ST Northbound					SHERIDAN AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	1	0	2	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Grand Total	1	0	1	0	2	1	3	1	0	5	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	10
Apprch %	50	0	50	0		20	60	20	0		50	0	50	0		0	0	100	0							
Total %	10	0	10	0	20	10	30	10	0	50	10	0	10	0	20	0	0	10	0	10						

Start Time	BIRCH ST Southbound				SHERIDAN AVE Westbound				BIRCH ST Northbound				SHERIDAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	2	0	1	1	2	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	3	1	4	0	0	1	1	0	0	0	0	0
% App. Total	50	0	50		0	75	25		0	0	100		0	0	0		
PHF	.250	.000	.250	.250	.000	.750	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.438

# Traffic Data Service

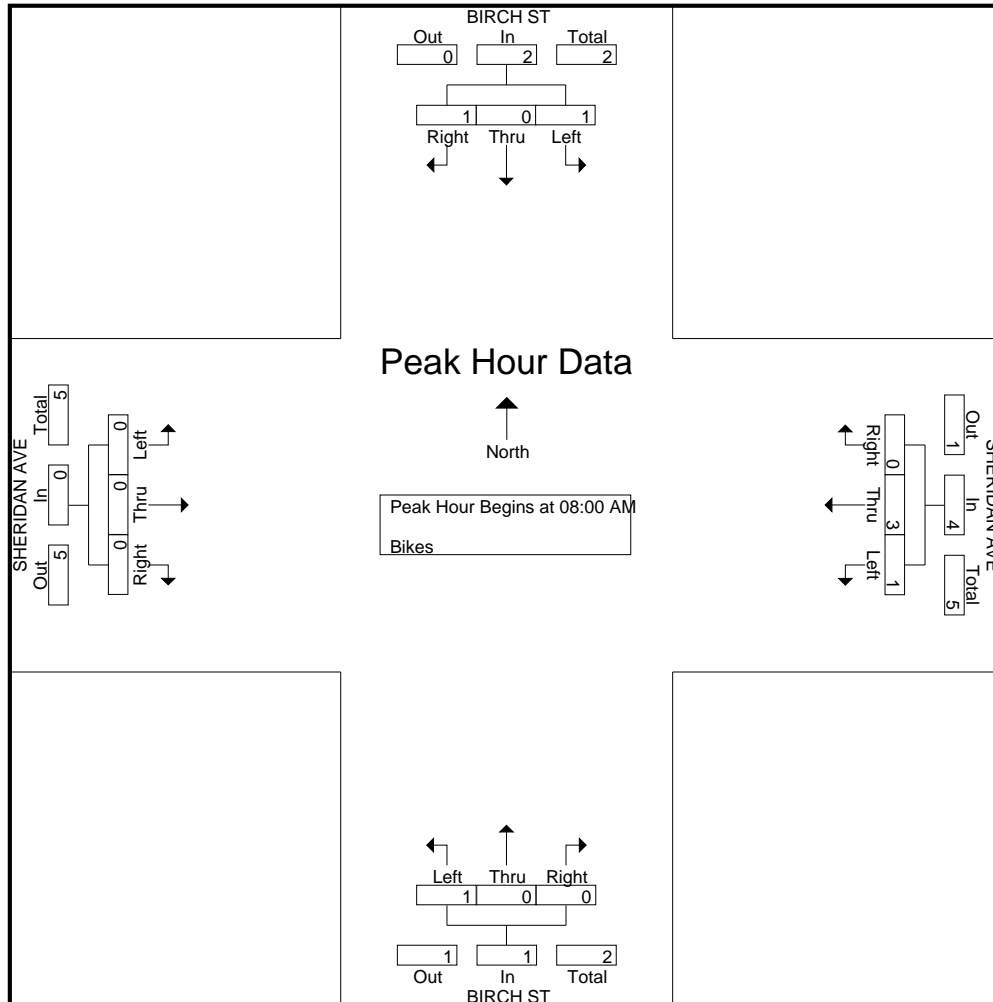
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 7PM FINAL  
 Site Code : 00000007  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

Start Time	BIRCH ST Southbound					SHERIDAN AVE Westbound					BIRCH ST Northbound					SHERIDAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	11	5	2	22	4	8	16	1	29	26	79	15	0	120	2	9	1	1	13	184
04:15 PM	0	11	3	2	16	2	5	10	1	18	29	65	16	1	111	1	4	1	0	6	151
04:30 PM	0	14	6	4	24	1	6	7	0	14	23	59	15	0	97	0	7	0	1	8	143
04:45 PM	1	15	5	3	24	2	6	6	1	15	25	87	17	0	129	0	11	4	0	15	183
Total	5	51	19	11	86	9	25	39	3	76	103	290	63	1	457	3	31	6	2	42	661
05:00 PM	0	15	4	2	21	0	4	11	0	15	34	65	18	0	117	0	8	1	2	11	164
05:15 PM	1	18	6	2	27	2	7	15	1	25	30	53	24	1	108	1	2	0	0	3	163
05:30 PM	3	10	6	2	21	1	9	18	0	28	25	86	21	0	132	0	4	0	1	5	186
05:45 PM	2	14	8	1	25	4	4	23	1	32	30	76	8	1	115	0	15	0	0	15	187
Total	6	57	24	7	94	7	24	67	2	100	119	280	71	2	472	1	29	1	3	34	700
Grand Total	11	108	43	18	180	16	49	106	5	176	222	570	134	3	929	4	60	7	5	76	1361
Apprch %	6.1	60	23.9	10		9.1	27.8	60.2	2.8		23.9	61.4	14.4	0.3		5.3	78.9	9.2	6.6		
Total %	0.8	7.9	3.2	1.3	13.2	1.2	3.6	7.8	0.4	12.9	16.3	41.9	9.8	0.2	68.3	0.3	4.4	0.5	0.4	5.6	

Start Time	BIRCH ST Southbound				App. Total	SHERIDAN AVE Westbound				App. Total	BIRCH ST Northbound				App. Total	SHERIDAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	15	4	19	0	4	11	15	34	65	18	117	0	8	1	9	160				
05:15 PM	1	18	6	25	2	7	15	24	30	53	24	107	1	2	0	3	159				
05:30 PM	3	10	6	19	1	9	18	28	25	86	21	132	0	4	0	4	183				
05:45 PM	2	14	8	24	4	4	23	31	30	76	8	114	0	15	0	15	184				
Total Volume	6	57	24	87	7	24	67	98	119	280	71	470	1	29	1	31	686				
% App. Total	6.9	65.5	27.6		7.1	24.5	68.4		25.3	59.6	15.1		3.2	93.5	3.2						
PHF	.500	.792	.750	.870	.438	.667	.728	.790	.875	.814	.740	.890	.250	.483	.250	.517	.932				

# Traffic Data Service

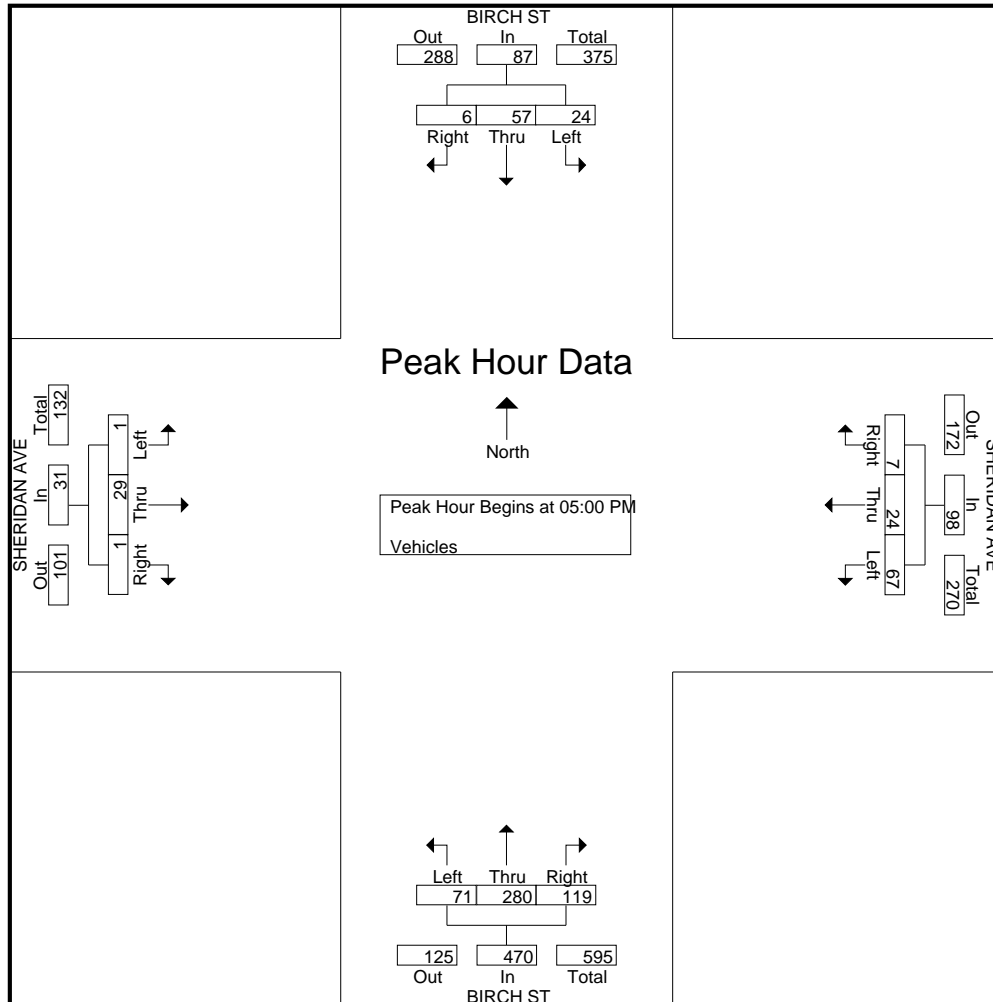
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 7PM FINAL

Site Code : 00000007

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 7PM FINAL  
 Site Code : 00000007  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	BIRCH ST Southbound					SHERIDAN AVE Westbound					BIRCH ST Northbound					SHERIDAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
Grand Total	0	0	1	0	1	0	1	1	0	2	3	0	0	0	3	0	1	0	0	1	7
Apprch %	0	0	100	0		0	50	50	0		100	0	0	0		0	100	0	0		
Total %	0	0	14.3	0	14.3	0	14.3	14.3	0	28.6	42.9	0	0	0	42.9	0	14.3	0	0	14.3	

Start Time	BIRCH ST Southbound				SHERIDAN AVE Westbound				BIRCH ST Northbound				SHERIDAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1	5
% App. Total	0	0	0	0	0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.000	.375	.000	.250	.000	.250	.625

# Traffic Data Service

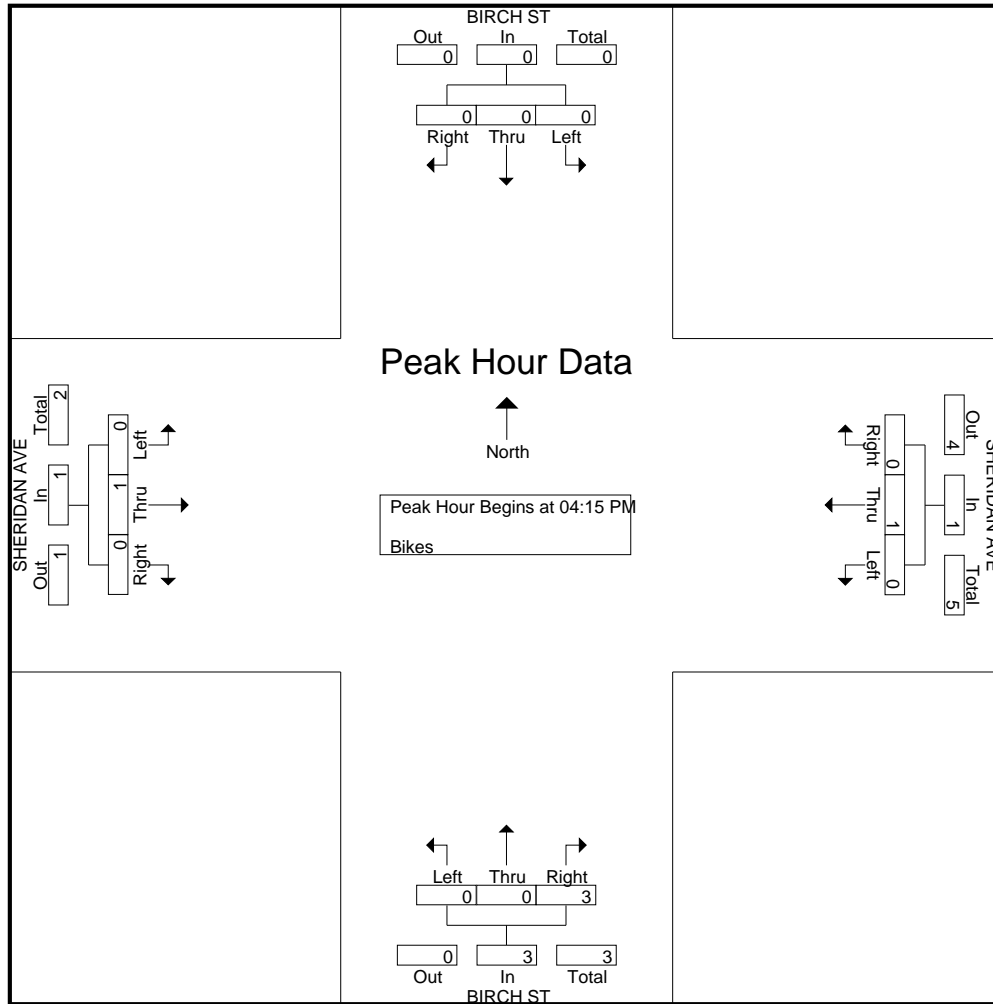
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 7PM FINAL

Site Code : 00000007

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 8AM FINAL  
 Site Code : 00000008  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	16	1	0	17	3	0	4	9	16	2	11	0	1	14	47
07:15 AM	0	0	0	0	0	0	12	6	6	24	6	0	3	13	22	5	14	0	1	20	66
07:30 AM	0	0	0	0	0	0	34	3	3	40	8	0	5	17	30	4	22	0	5	31	101
07:45 AM	0	0	0	0	0	0	39	3	2	44	5	0	4	12	21	3	16	0	0	19	84
Total	0	0	0	0	0	0	101	13	11	125	22	0	16	51	89	14	63	0	7	84	298
08:00 AM	0	0	0	0	0	0	36	3	4	43	11	0	7	15	33	4	18	0	3	25	101
08:15 AM	0	0	0	0	0	0	51	3	6	60	5	0	11	29	45	14	21	0	9	44	149
08:30 AM	0	0	0	0	0	0	37	5	1	43	10	0	10	28	48	6	27	0	8	41	132
08:45 AM	0	0	0	0	0	0	48	2	3	53	7	0	8	34	49	4	19	0	7	30	132
Total	0	0	0	0	0	0	172	13	14	199	33	0	36	106	175	28	85	0	27	140	514
Grand Total	0	0	0	0	0	0	273	26	25	324	55	0	52	157	264	42	148	0	34	224	812
Apprch %	0	0	0	0	0	0	84.3	8	7.7		20.8	0	19.7	59.5		18.8	66.1	0	15.2		
Total %	0	0	0	0	0	0	33.6	3.2	3.1	39.9	6.8	0	6.4	19.3	32.5	5.2	18.2	0	4.2	27.6	

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	36	3	3	39	11	0	7	18	18	4	18	0	2	22	79
08:15 AM	0	0	0	0	0	0	51	3	6	54	5	0	11	16	16	14	21	0	9	35	105
08:30 AM	0	0	0	0	0	0	37	5	1	42	10	0	10	20	20	6	27	0	8	33	95
08:45 AM	0	0	0	0	0	0	48	2	3	50	7	0	8	15	15	4	19	0	7	23	88
Total Volume	0	0	0	0	0	0	172	13	14	185	33	0	36	69	69	28	85	0	27	113	367
% App. Total	0	0	0	0	0	0	93	7	7		47.8	0	52.2			24.8	75.2	0	15.2		
PHF	.000	.000	.000	.000	.000	.000	.843	.650	.856		.750	.000	.818	.863		.500	.787	.000	.807		.874

# Traffic Data Service

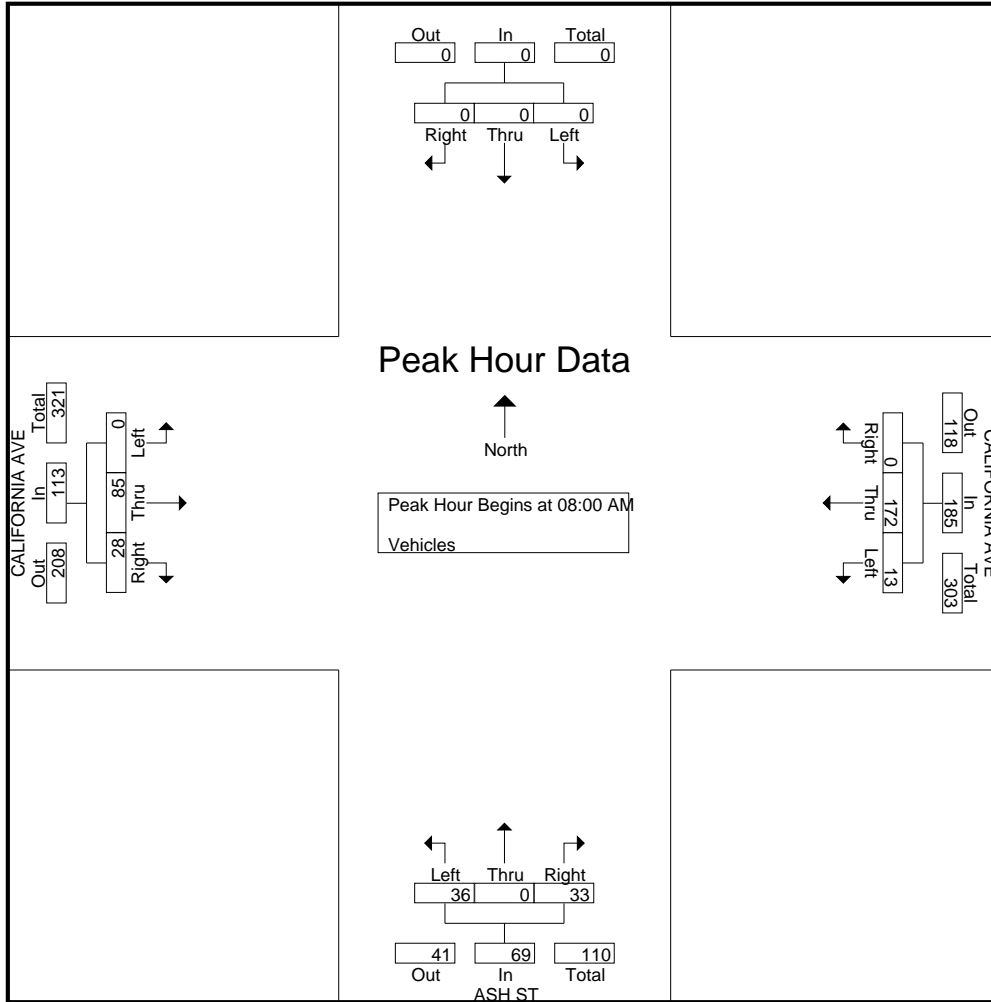
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 8AM FINAL

Site Code : 00000008

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 8AM FINAL  
 Site Code : 00000008  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	2	0	0	2	11
07:30 AM	0	0	0	0	0	0	12	0	0	12	4	0	2	0	6	0	18	0	0	18	36
07:45 AM	0	0	0	0	0	0	6	1	0	7	4	0	0	0	4	0	14	0	0	14	25
<b>Total</b>	0	0	0	0	0	0	32	1	0	33	8	0	3	0	11	0	37	0	0	37	81
08:00 AM	0	0	0	0	0	0	11	1	0	12	1	0	2	0	3	0	7	0	0	7	22
08:15 AM	0	0	0	0	0	0	14	1	0	15	3	0	0	0	3	0	8	0	0	8	26
08:30 AM	0	0	0	0	0	0	17	3	0	20	0	0	3	0	3	0	6	0	0	6	29
08:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	0	5	0	0	5	24
<b>Total</b>	0	0	0	0	0	0	60	5	0	65	4	0	6	0	10	0	26	0	0	26	101
Grand Total	0	0	0	0	0	0	92	6	0	98	12	0	9	0	21	0	63	0	0	63	182
Apprch %	0	0	0	0	0	0	93.9	6.1	0	98.9	57.1	0	42.9	0	66.7	0	100	0	0	100	
Total %	0	0	0	0	0	0	50.5	3.3	0	53.8	6.6	0	4.9	0	11.5	0	34.6	0	0	34.6	

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	12	0	0	12	4	0	2	0	6	0	18	0	0	18	36
07:45 AM	0	0	0	0	0	0	6	1	0	7	4	0	0	0	4	0	14	0	0	14	25
08:00 AM	0	0	0	0	0	0	11	1	0	12	1	0	2	0	3	0	7	0	0	7	22
08:15 AM	0	0	0	0	0	0	14	1	0	15	3	0	0	0	3	0	8	0	0	8	26
Total Volume	0	0	0	0	0	0	43	3	0	46	12	0	4	0	16	0	47	0	0	47	109
% App. Total	0	0	0	0	0	0	93.5	6.5	0	98.9	75	0	25	0	66.7	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.768	.750	.767	.767	.750	.000	.500	.667	.667	.000	.653	.000	.653	.653	.757

# Traffic Data Service

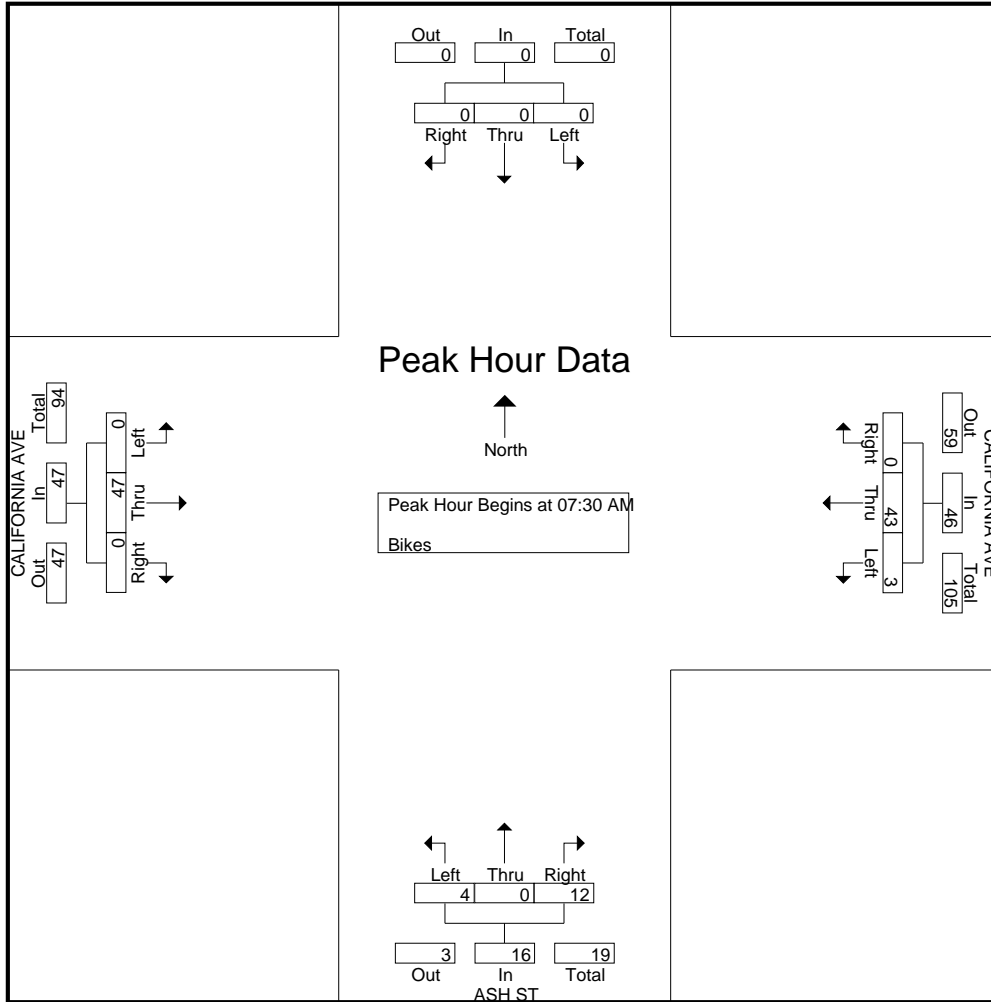
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 8AM FINAL

Site Code : 00000008

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 8PM FINAL  
Site Code : 00000008  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	33	7	27	67	14	0	7	29	50	5	31	0	6	42	159
04:15 PM	0	0	0	0	0	0	46	8	13	67	8	0	10	35	53	6	35	0	5	46	166
04:30 PM	0	0	0	0	0	0	36	6	5	47	8	0	8	18	34	6	34	0	7	47	128
04:45 PM	0	0	0	0	0	0	42	4	16	62	6	0	9	30	45	8	38	0	6	52	159
Total	0	0	0	0	0	0	157	25	61	243	36	0	34	112	182	25	138	0	24	187	612
05:00 PM	0	0	0	0	0	0	42	10	10	62	5	0	11	39	55	10	40	0	8	58	175
05:15 PM	0	0	0	0	0	0	45	5	30	80	4	0	10	45	59	14	35	0	10	59	198
05:30 PM	0	0	0	0	0	0	37	7	13	57	1	0	4	62	67	12	36	0	5	53	177
05:45 PM	0	0	0	0	0	0	34	3	8	45	0	0	14	56	70	8	33	0	6	47	162
Total	0	0	0	0	0	0	158	25	61	244	10	0	39	202	251	44	144	0	29	217	712
Grand Total	0	0	0	0	0	0	315	50	122	487	46	0	73	314	433	69	282	0	53	404	1324
Apprch %	0	0	0	0	0	0	64.7	10.3	25.1		10.6	0	16.9	72.5		17.1	69.8	0	13.1		
Total %	0	0	0	0	0	0	23.8	3.8	9.2	36.8	3.5	0	5.5	23.7	32.7	5.2	21.3	0	4	30.5	

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	46	8	54	8	0	10	18	6	35	0	41	113			
04:30 PM	0	0	0	0	0	0	36	6	42	8	0	8	16	6	34	0	40	98			
04:45 PM	0	0	0	0	0	0	42	4	46	6	0	9	15	8	38	0	46	107			
05:00 PM	0	0	0	0	0	0	42	10	52	5	0	11	16	10	40	0	50	118			
Total Volume	0	0	0	0	0	0	166	28	194	27	0	38	65	30	147	0	177	436			
% App. Total	0	0	0	0	0	0	85.6	14.4		41.5	0	58.5		16.9	83.1	0					
PHF	.000	.000	.000	.000	.000	.000	.902	.700	.898	.844	.000	.864	.903	.750	.919	.000	.885	.924			

# Traffic Data Service

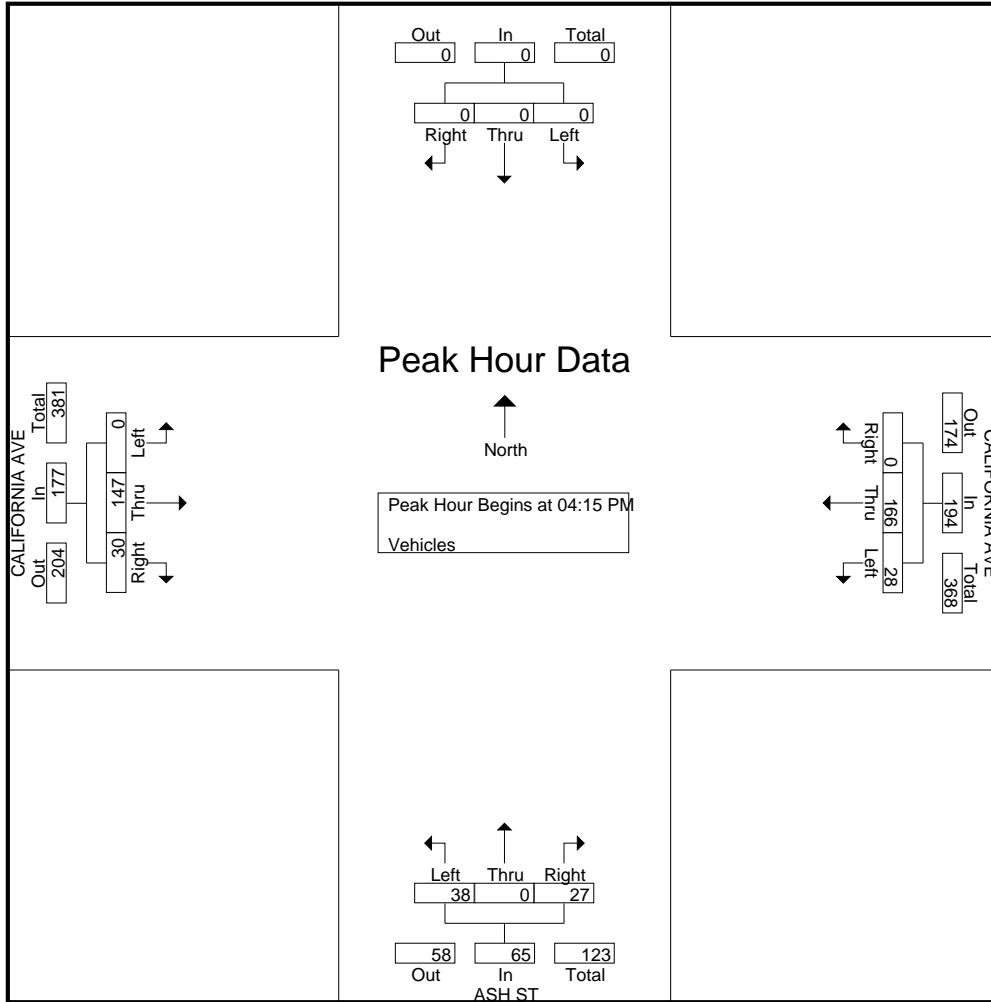
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 8PM FINAL

Site Code : 00000008

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 8PM FINAL  
 Site Code : 00000008  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	6
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	15
<b>Total</b>	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	21	0	0	22	31
05:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	7	0	0	7	11
05:15 PM	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	1	5	0	0	6	16
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	21	0	0	21	24
05:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	2	13	0	0	15	25
<b>Total</b>	0	0	0	0	0	0	24	2	0	26	1	0	0	0	1	3	46	0	0	49	76
Grand Total	0	0	0	0	0	0	33	2	0	35	1	0	0	0	1	4	67	0	0	71	107
Apprch %	0	0	0	0		0	94.3	5.7	0		100	0	0	0		5.6	94.4	0	0		
Total %	0	0	0	0		0	30.8	1.9	0	32.7	0.9	0	0	0	0.9	3.7	62.6	0	0	66.4	

Start Time	Southbound					CALIFORNIA AVE Westbound					ASH ST Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	7	0	0	7	11
05:15 PM	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	1	5	0	0	6	16
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	21	0	0	21	24
05:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	2	13	0	0	15	25
Total Volume	0	0	0	0	0	0	24	2	0	26	1	0	0	0	1	3	46	0	0	49	76
% App. Total	0	0	0	0		0	92.3	7.7	0		100	0	0	0		6.1	93.9	0	0		
PHF	.000	.000	.000	.000		.000	.600	.250	.650		.250	.000	.000	.250		.375	.548	.000	.583		.760

# Traffic Data Service

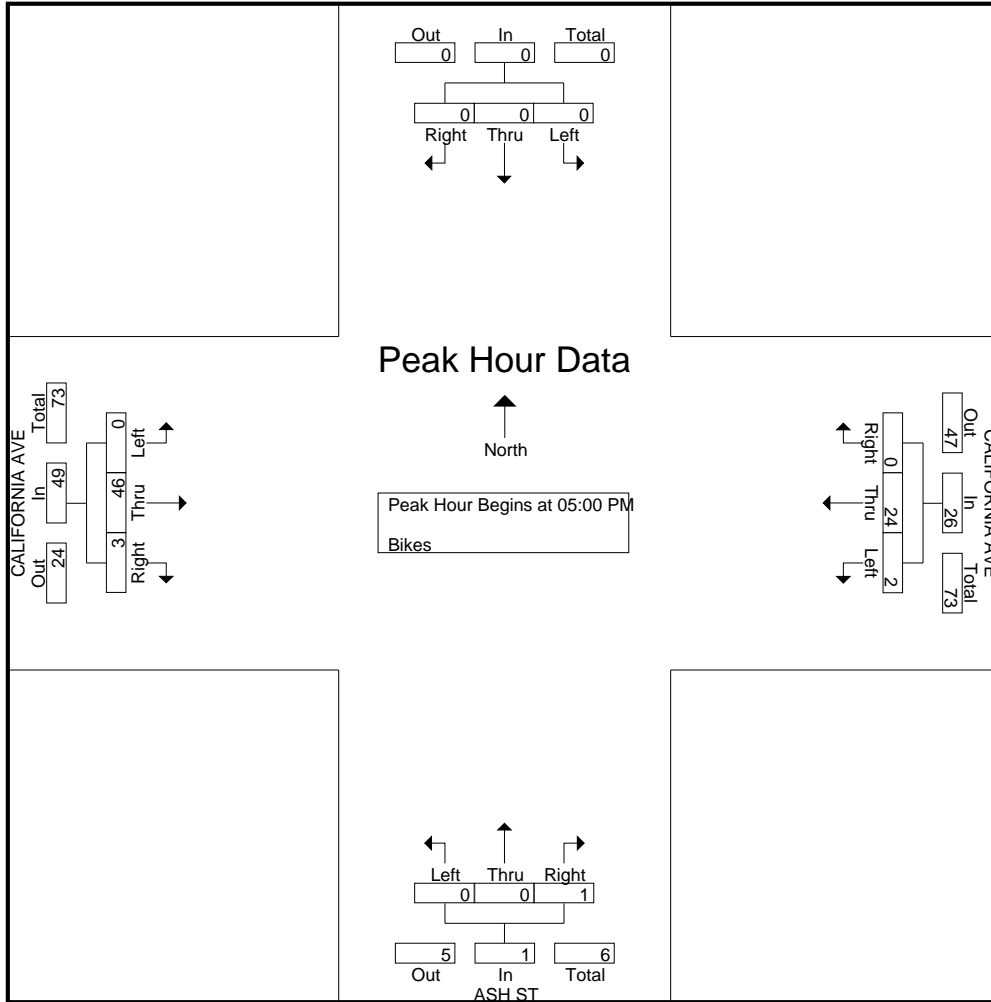
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 8PM FINAL

Site Code : 00000008

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 9AM FINAL  
 Site Code : 00000009  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

Start Time	ASH ST Southbound					SHERMAN AVE Westbound					ASH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	1	3	1	4	3	4	12	0	2	0	3	5	0	4	2	3	9	29
07:15 AM	3	2	5	1	11	3	3	2	1	9	1	0	1	0	2	2	2	7	5	16	38
07:30 AM	1	3	1	3	8	3	5	1	2	11	0	1	1	6	8	1	2	6	11	20	47
07:45 AM	2	4	0	2	8	0	1	0	0	1	0	4	0	2	6	4	1	5	4	14	29
<b>Total</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>7</b>	<b>30</b>	<b>7</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>33</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>21</b>	<b>7</b>	<b>9</b>	<b>20</b>	<b>23</b>	<b>59</b>	<b>143</b>
08:00 AM	8	3	0	2	13	0	0	0	8	8	0	1	0	0	1	0	1	8	12	21	43
08:15 AM	5	8	0	1	14	0	0	0	0	0	0	2	0	0	2	4	0	4	13	21	37
08:30 AM	10	4	1	5	20	0	0	0	1	1	0	1	0	0	1	1	1	8	11	21	43
08:45 AM	8	5	0	6	19	0	0	0	3	3	0	0	0	0	0	0	0	8	18	26	48
<b>Total</b>	<b>31</b>	<b>20</b>	<b>1</b>	<b>14</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>28</b>	<b>54</b>	<b>89</b>	<b>171</b>
Grand Total	37	31	7	21	96	7	13	6	19	45	1	11	2	11	25	12	11	48	77	148	314
Apprch %	38.5	32.3	7.3	21.9		15.6	28.9	13.3	42.2		4	44	8	44		8.1	7.4	32.4	52		
Total %	11.8	9.9	2.2	6.7	30.6	2.2	4.1	1.9	6.1	14.3	0.3	3.5	0.6	3.5	8	3.8	3.5	15.3	24.5	47.1	

Start Time	ASH ST Southbound				SHERMAN AVE Westbound				ASH ST Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	2	5	10	3	3	2	8	1	0	1	2	2	2	7	11	31
07:30 AM	1	3	1	5	3	5	1	9	0	1	1	2	1	2	6	9	25
07:45 AM	2	4	0	6	0	1	0	1	0	4	0	4	4	1	5	10	21
08:00 AM	8	3	0	11	0	0	0	0	0	1	0	1	0	1	8	9	21
Total Volume	14	12	6	32	6	9	3	18	1	6	2	9	7	6	26	39	98
% App. Total	43.8	37.5	18.8		33.3	50	16.7		11.1	66.7	22.2		17.9	15.4	66.7		
PHF	.438	.750	.300	.727	.500	.450	.375	.500	.250	.375	.500	.563	.438	.750	.813	.886	.790

# Traffic Data Service

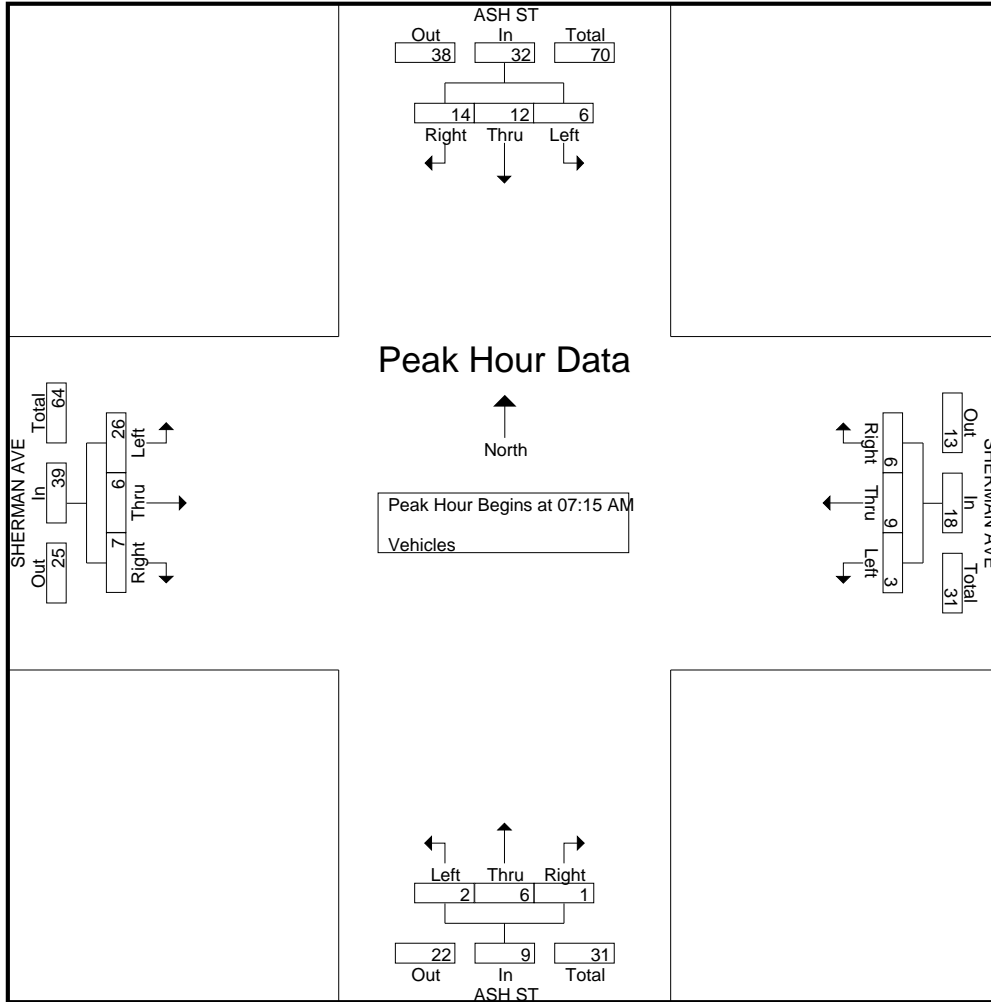
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 9AM FINAL  
 Site Code : 00000009  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Bikes

Start Time	ASH ST Southbound					SHERMAN AVE Westbound					ASH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
Grand Total	2	1	0	0	3	0	1	0	0	1	0	17	1	0	18	0	0	1	0	1	23
Apprch %	66.7	33.3	0	0		0	100	0	0		0	94.4	5.6	0		0	0	100	0		
Total %	8.7	4.3	0	0	13	0	4.3	0	0	4.3	0	73.9	4.3	0	78.3	0	0	4.3	0	4.3	

Start Time	ASH ST Southbound				SHERMAN AVE Westbound				ASH ST Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	4	0	4	0	0	1	1	6
07:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:00 AM	1	0	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	1	1	0	2	0	1	0	1	0	15	0	15	0	0	1	1	19
% App. Total	50	50	0		0	100	0		0	100	0		0	0	100		
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.792

# Traffic Data Service

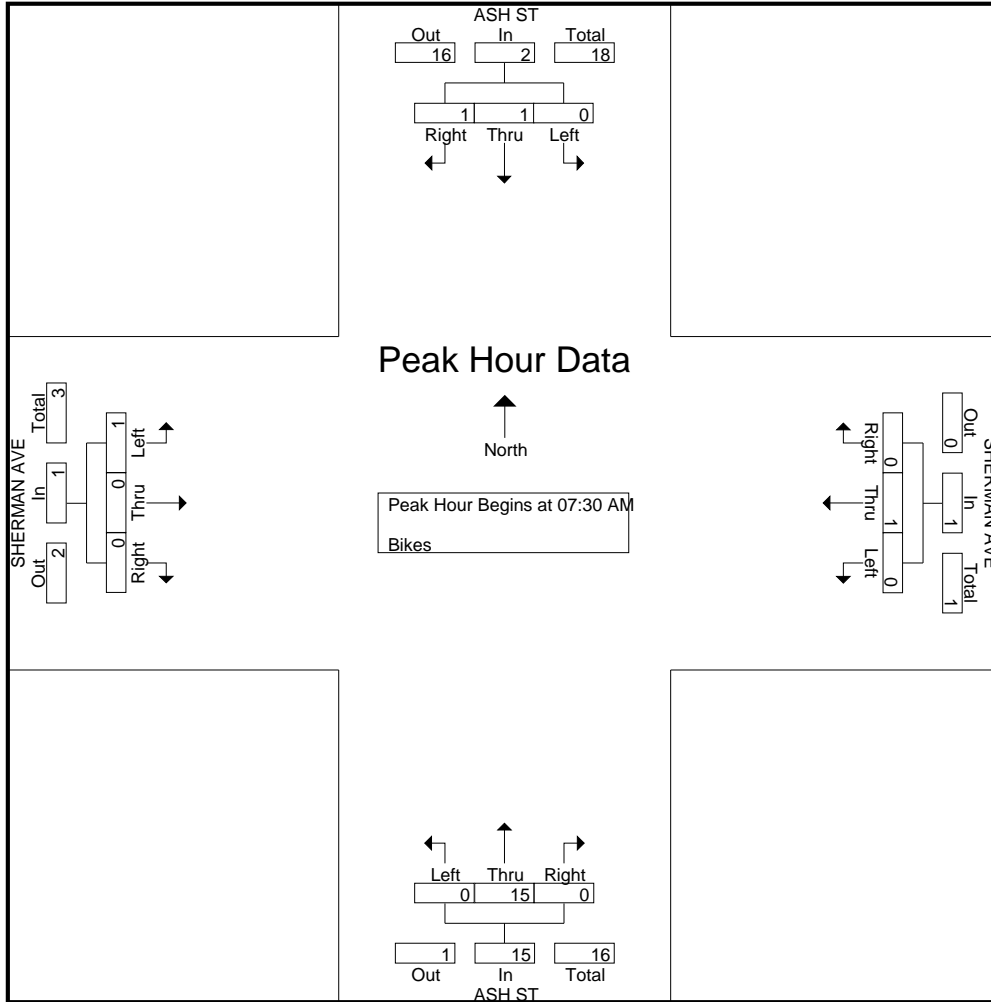
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 9PM FINAL  
 Site Code : 00000009  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Vehicles

Start Time	ASH ST Southbound					SHERMAN AVE Westbound					ASH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	8	2	1	7	18	0	1	0	4	5	0	0	0	9	9	0	0	12	16	28	60
04:15 PM	10	4	1	6	21	0	0	0	3	3	0	0	0	3	3	6	0	5	21	32	59
04:30 PM	3	10	1	2	16	0	0	0	12	12	0	1	0	13	14	4	1	8	7	20	62
04:45 PM	8	8	1	6	23	0	0	1	6	7	1	0	0	4	5	6	0	6	10	22	57
<b>Total</b>	<b>29</b>	<b>24</b>	<b>4</b>	<b>21</b>	<b>78</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>16</b>	<b>1</b>	<b>31</b>	<b>54</b>	<b>102</b>	<b>238</b>
05:00 PM	3	6	9	10	28	4	6	2	1	13	0	4	1	4	9	12	5	5	11	33	83
05:15 PM	2	5	9	3	19	1	3	4	3	11	1	3	2	3	9	4	13	2	11	30	69
05:30 PM	4	9	6	5	24	1	10	1	3	15	2	0	4	4	10	5	11	0	12	28	77
05:45 PM	2	2	5	8	17	3	7	4	1	15	0	3	1	4	8	5	11	3	10	29	69
<b>Total</b>	<b>11</b>	<b>22</b>	<b>29</b>	<b>26</b>	<b>88</b>	<b>9</b>	<b>26</b>	<b>11</b>	<b>8</b>	<b>54</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>15</b>	<b>36</b>	<b>26</b>	<b>40</b>	<b>10</b>	<b>44</b>	<b>120</b>	<b>298</b>
Grand Total	40	46	33	47	166	9	27	12	33	81	4	11	8	44	67	42	41	41	98	222	536
Apprch %	24.1	27.7	19.9	28.3		11.1	33.3	14.8	40.7		6	16.4	11.9	65.7		18.9	18.5	18.5	44.1		
Total %	7.5	8.6	6.2	8.8	31	1.7	5	2.2	6.2	15.1	0.7	2.1	1.5	8.2	12.5	7.8	7.6	7.6	18.3	41.4	

Start Time	ASH ST Southbound				App. Total	SHERMAN AVE Westbound				App. Total	ASH ST Northbound				App. Total	SHERMAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	6	9	18	4	6	2	12	0	4	1	5	12	5	5	22	57				
05:15 PM	2	5	9	16	1	3	4	8	1	3	2	6	4	13	2	19	49				
05:30 PM	4	9	6	19	1	10	1	12	2	0	4	6	5	11	0	16	53				
05:45 PM	2	2	5	9	3	7	4	14	0	3	1	4	5	11	3	19	46				
Total Volume	11	22	29	62	9	26	11	46	3	10	8	21	26	40	10	76	205				
% App. Total	17.7	35.5	46.8		19.6	56.5	23.9		14.3	47.6	38.1		34.2	52.6	13.2						
PHF	.688	.611	.806	.816	.563	.650	.688	.821	.375	.625	.500	.875	.542	.769	.500	.864	.899				

# Traffic Data Service

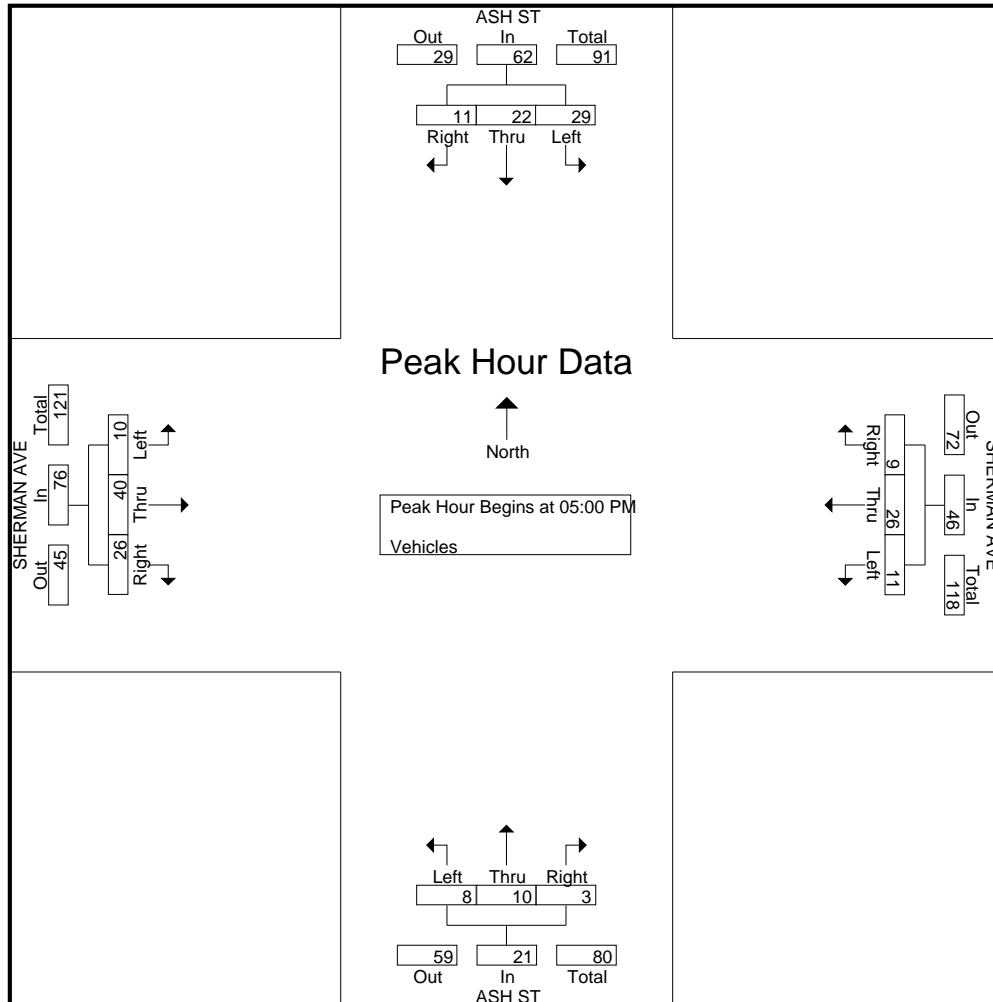
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 9PM FINAL

Site Code : 00000009

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 9PM FINAL  
 Site Code : 00000009  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	ASH ST Southbound					SHERMAN AVE Westbound					ASH ST Northbound					SHERMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	16.7	0	0	16.7	16.7	0	16.7	0	33.3	

Start Time	ASH ST Southbound				SHERMAN AVE Westbound				ASH ST Northbound				SHERMAN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500

# Traffic Data Service

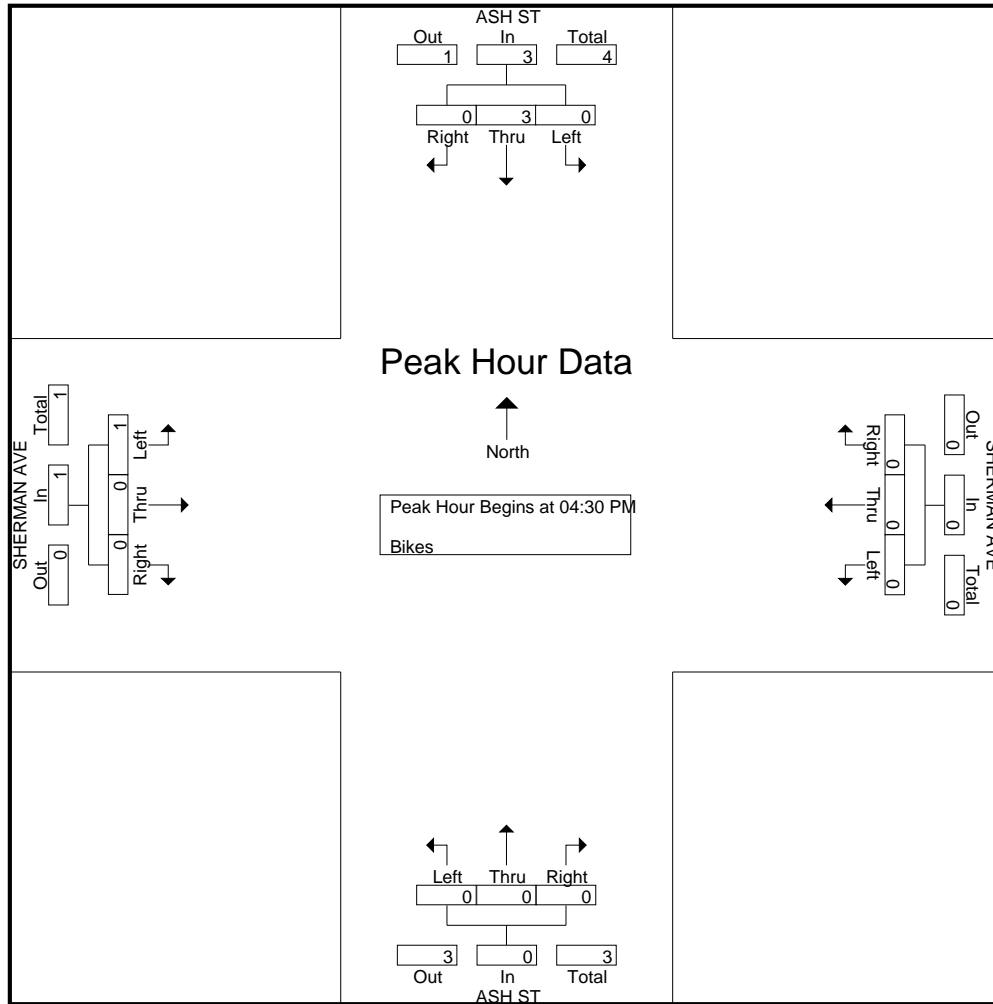
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 9PM FINAL

Site Code : 00000009

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 10AM FINAL  
 Site Code : 00000010  
 Start Date : 9/29/2016  
 Page No : 1

## Groups Printed- Vehicles

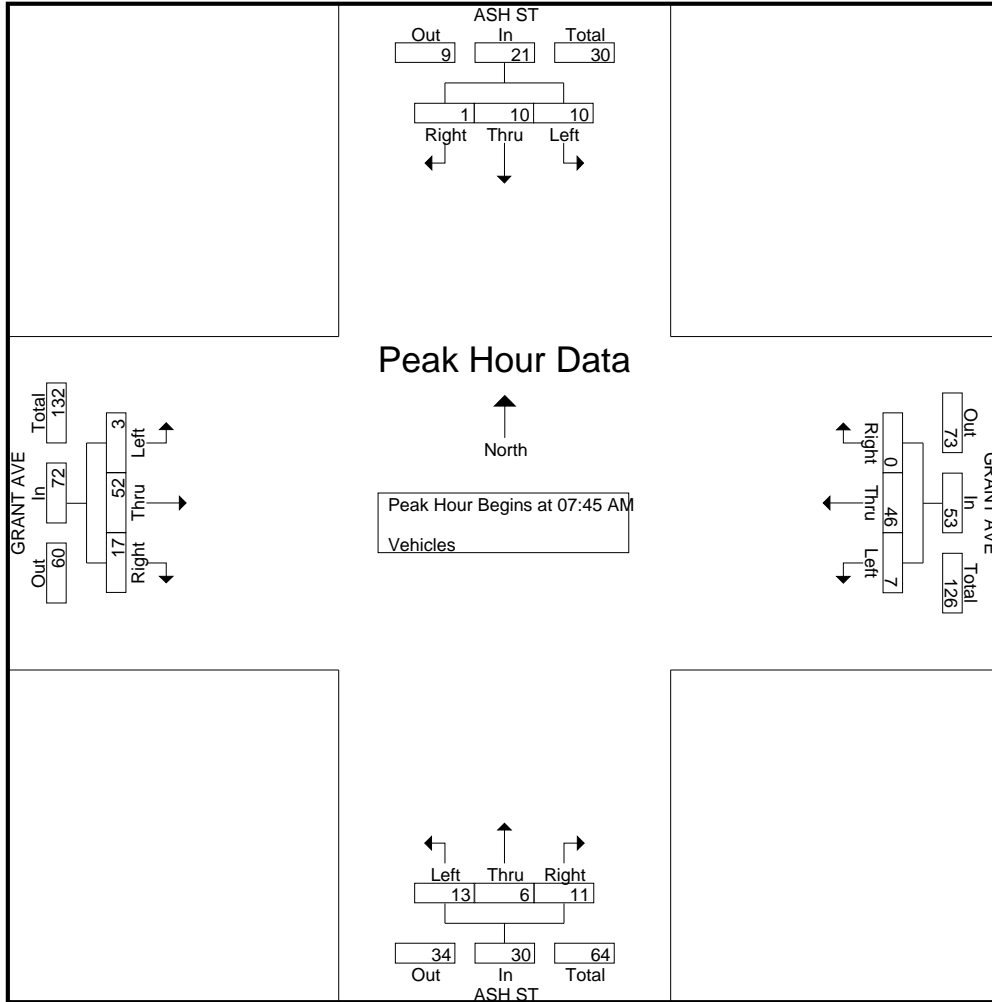
Start Time	ASH ST Southbound					GRANT AVE Westbound					ASH ST Northbound					GRANT AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	3	1	3	8	0	3	1	1	5	0	0	1	1	2	1	2	2	2	7	22
07:15 AM	0	3	1	2	6	0	2	0	2	4	0	0	4	0	4	0	2	3	5	10	24
07:30 AM	0	2	1	10	13	1	6	1	2	10	5	4	2	2	13	1	7	3	5	16	52
07:45 AM	1	1	1	7	10	0	11	0	2	13	3	5	6	0	14	6	8	3	7	24	61
Total	2	9	4	22	37	1	22	2	7	32	8	9	13	3	33	8	19	11	19	57	159
08:00 AM	0	3	5	4	12	0	16	3	2	21	3	0	5	1	9	3	15	0	7	25	67
08:15 AM	0	5	4	1	10	0	6	2	0	8	2	1	1	0	4	4	6	0	6	16	38
08:30 AM	0	1	0	2	3	0	13	2	1	16	3	0	1	4	8	4	23	0	3	30	57
08:45 AM	0	2	0	1	3	0	4	1	2	7	3	0	1	2	6	3	21	0	8	32	48
Total	0	11	9	8	28	0	39	8	5	52	11	1	8	7	27	14	65	0	24	103	210
Grand Total	2	20	13	30	65	1	61	10	12	84	19	10	21	10	60	22	84	11	43	160	369
Apprch %	3.1	30.8	20	46.2		1.2	72.6	11.9	14.3		31.7	16.7	35	16.7		13.8	52.5	6.9	26.9		
Total %	0.5	5.4	3.5	8.1	17.6	0.3	16.5	2.7	3.3	22.8	5.1	2.7	5.7	2.7	16.3	6	22.8	3	11.7	43.4	

Start Time	ASH ST Southbound				App. Total	GRANT AVE Westbound				App. Total	ASH ST Northbound				App. Total	GRANT AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	1	1	3	0	11	0	11	3	5	6	14	6	8	3	17	45				
08:00 AM	0	3	5	8	0	16	3	19	3	0	5	8	3	15	0	18	53				
08:15 AM	0	5	4	9	0	6	2	8	2	1	1	4	4	6	0	10	31				
08:30 AM	0	1	0	1	0	13	2	15	3	0	1	4	4	23	0	27	47				
Total Volume	1	10	10	21	0	46	7	53	11	6	13	30	17	52	3	72	176				
% App. Total	4.8	47.6	47.6		0	86.8	13.2		36.7	20	43.3		23.6	72.2	4.2						
PHF	.250	.500	.500	.583	.000	.719	.583	.697	.917	.300	.542	.536	.708	.565	.250	.667	.830				

# Traffic Data Service

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

File Name : 10AM FINAL  
 Site Code : 00000010  
 Start Date : 9/29/2016  
 Page No : 2





# Traffic Data Service

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

File Name : 10AM FINAL  
 Site Code : 00000010  
 Start Date : 9/29/2016  
 Page No : 1

## Groups Printed- Bikes

Start Time	ASH ST Southbound					GRANT AVE Westbound					ASH ST Northbound					GRANT AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	0	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Grand Total	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	0	3	2	0	5	0	0	0	0	0	18
Apprch %	0	100	0	0		0	0	0	0		9.1	90.9	0	0		0	60	40	0		0	0	0	0	0	
Total %	0	11.1	0	0	11.1	0	0	0	0	0	5.6	55.6	0	0	61.1	0	16.7	11.1	0	27.8	0	0	0	0	0	

Start Time	ASH ST Southbound				GRANT AVE Westbound				ASH ST Northbound				GRANT AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	1	2	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	1	10	0	11	0	2	2	4	16
% App. Total	0	100	0		0	0	0		9.1	90.9	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.417	.000	.458	.000	.500	.250	.333	.444

# Traffic Data Service

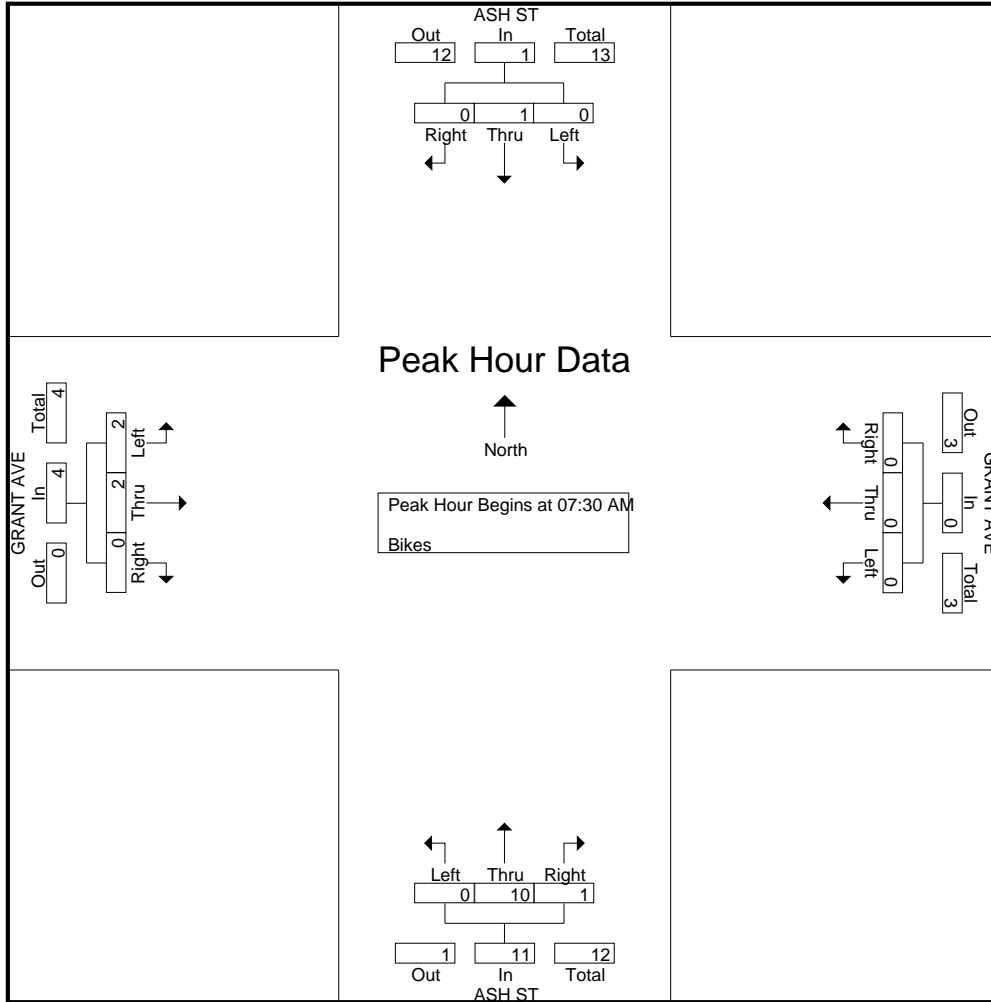
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 10AM FINAL

Site Code : 00000010

Start Date : 9/29/2016

Page No : 2



# Traffic Data Service

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

File Name : 10PM FINAL  
Site Code : 00000010  
Start Date : 9/29/2016  
Page No : 1

### Groups Printed- Vehicles

Start Time	ASH ST Southbound					GRANT AVE Westbound					ASH ST Northbound					GRANT AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	6	12	0	18	1	3	1	0	5	2	5	0	1	8	0	5	1	6	12	43
04:15 PM	0	9	2	3	14	1	3	0	1	5	0	2	0	1	3	2	8	2	7	19	41
04:30 PM	0	7	4	3	14	1	1	3	3	8	3	4	1	0	8	5	5	1	3	14	44
04:45 PM	1	5	0	2	8	0	3	4	2	9	2	2	0	0	4	3	7	3	5	18	39
<b>Total</b>	<b>1</b>	<b>27</b>	<b>18</b>	<b>8</b>	<b>54</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>27</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>23</b>	<b>10</b>	<b>25</b>	<b>7</b>	<b>21</b>	<b>63</b>	<b>167</b>
05:00 PM	0	8	3	5	16	1	3	0	2	6	1	2	2	3	8	3	5	0	10	18	48
05:15 PM	1	8	3	1	13	1	4	0	1	6	0	3	0	0	3	4	15	0	8	27	49
05:30 PM	3	14	1	3	21	2	10	2	0	14	2	4	0	1	7	4	10	3	8	25	67
05:45 PM	0	11	0	0	11	1	10	1	0	12	2	2	5	0	9	4	13	4	8	29	61
<b>Total</b>	<b>4</b>	<b>41</b>	<b>7</b>	<b>9</b>	<b>61</b>	<b>5</b>	<b>27</b>	<b>3</b>	<b>3</b>	<b>38</b>	<b>5</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>27</b>	<b>15</b>	<b>43</b>	<b>7</b>	<b>34</b>	<b>99</b>	<b>225</b>
Grand Total	5	68	25	17	115	8	37	11	9	65	12	24	8	6	50	25	68	14	55	162	392
Apprch %	4.3	59.1	21.7	14.8		12.3	56.9	16.9	13.8		24	48	16	12		15.4	42	8.6	34		
Total %	1.3	17.3	6.4	4.3	29.3	2	9.4	2.8	2.3	16.6	3.1	6.1	2	1.5	12.8	6.4	17.3	3.6	14	41.3	

Start Time	ASH ST Southbound				App. Total	GRANT AVE Westbound				App. Total	ASH ST Northbound				App. Total	GRANT AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	8	3		11	1	3	0		4	1	2	2		5	3	5	0		8	28
05:15 PM	1	8	3		12	1	4	0		5	0	3	0		3	4	15	0		19	39
05:30 PM	3	14	1		18	2	10	2		14	2	4	0		6	4	10	3		17	55
05:45 PM	0	11	0		11	1	10	1		12	2	2	5		9	4	13	4		21	53
Total Volume	4	41	7		52	5	27	3		35	5	11	7		23	15	43	7		65	175
% App. Total	7.7	78.8	13.5			14.3	77.1	8.6			21.7	47.8	30.4			23.1	66.2	10.8			
PHF	.333	.732	.583		.722	.625	.675	.375		.625	.625	.688	.350		.639	.938	.717	.438		.774	.795

# Traffic Data Service

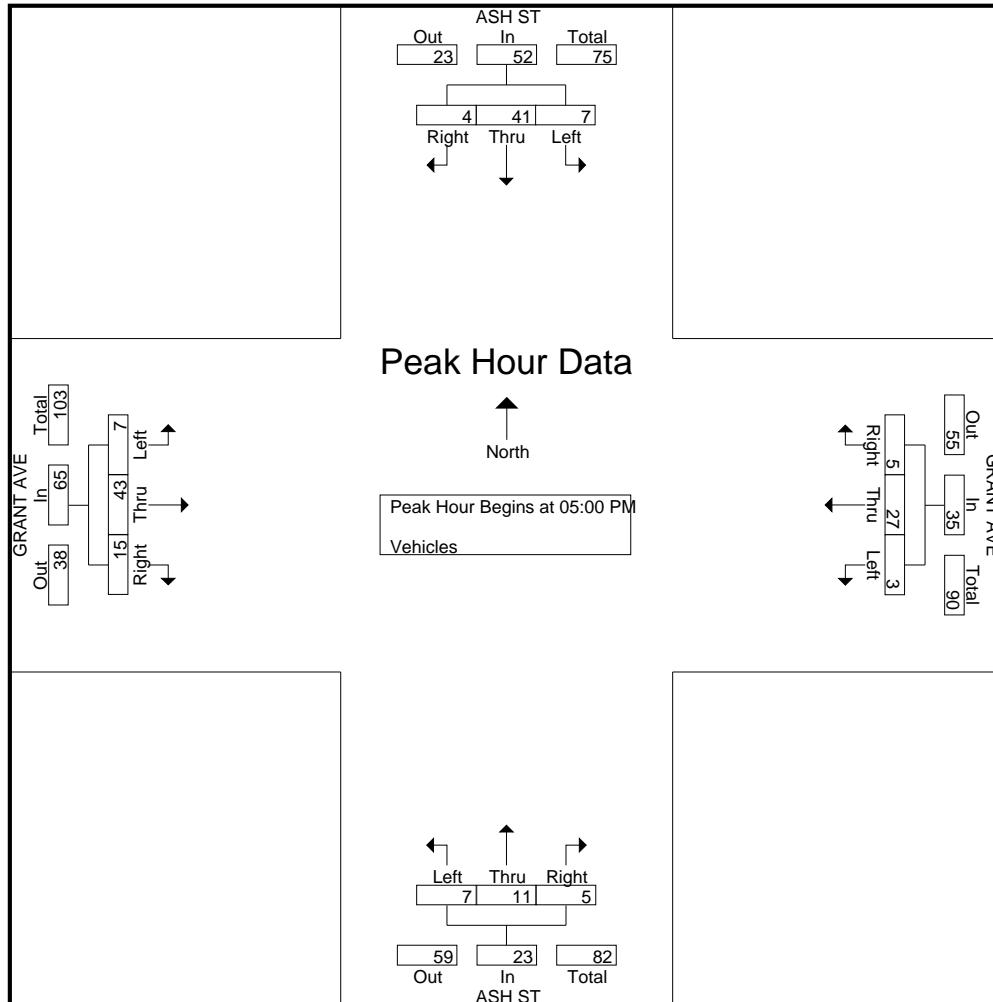
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 10PM FINAL

Site Code : 00000010

Start Date : 9/29/2016

Page No : 2



# Traffic Data Service

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

File Name : 10PM FINAL  
 Site Code : 00000010  
 Start Date : 9/29/2016  
 Page No : 1

## Groups Printed- Bikes

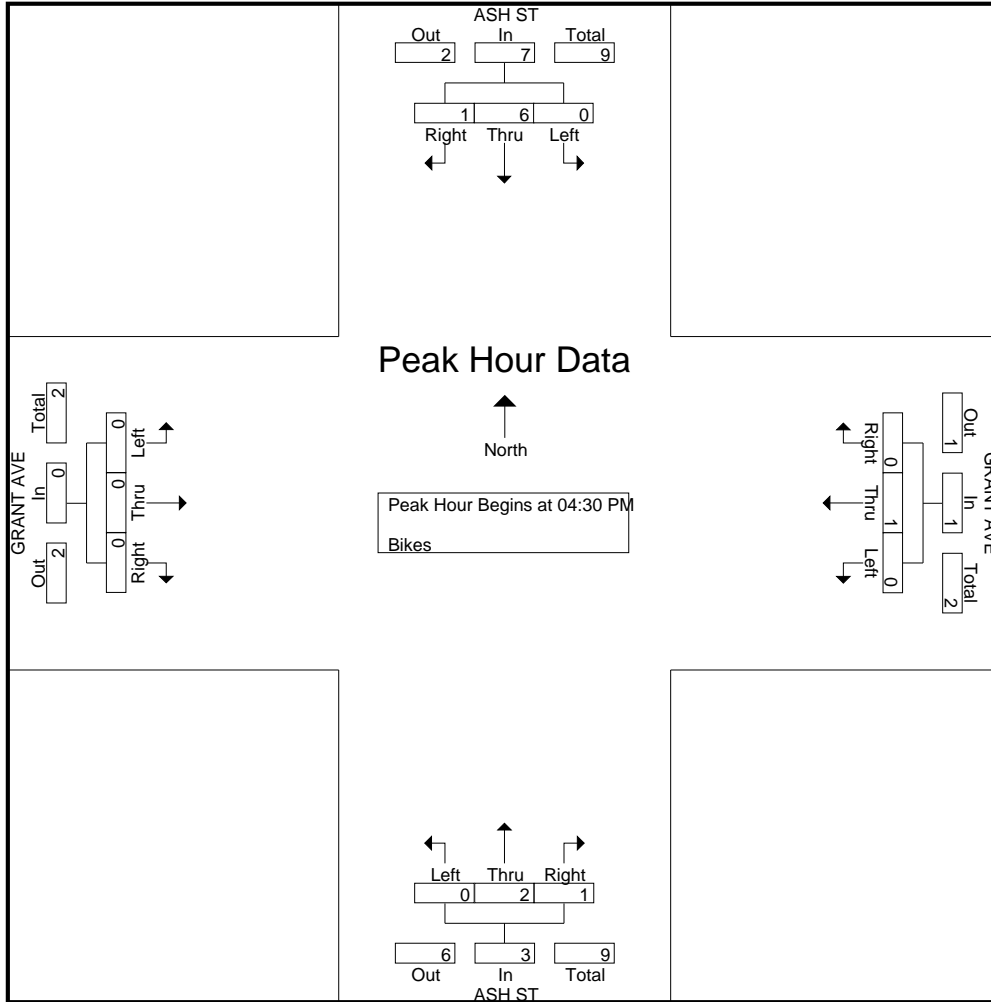
Start Time	ASH ST Southbound					GRANT AVE Westbound					ASH ST Northbound					GRANT AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
Grand Total	1	10	0	0	11	0	1	0	0	1	1	3	0	0	4	0	1	0	0	0	0	0	0	0	1	17
Apprch %	9.1	90.9	0	0		0	100	0	0		25	75	0	0		0	100	0	0		0	0	0	0		
Total %	5.9	58.8	0	0	64.7	0	5.9	0	0	5.9	5.9	17.6	0	0	23.5	0	5.9	0	0	5.9	0	0	0	0	5.9	

Start Time	ASH ST Southbound				GRANT AVE Westbound				ASH ST Northbound				GRANT AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Total Volume	1	6	0	7	0	1	0	1	1	2	0	3	0	0	0	0	11
% App. Total	14.3	85.7	0		0	100	0		33.3	66.7	0		0	0	0		
PHF	.250	.300	.000	.292	.000	.250	.000	.250	.250	.500	.000	.375	.000	.000	.000	.000	.393

# Traffic Data Service

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

File Name : 10PM FINAL  
Site Code : 00000010  
Start Date : 9/29/2016  
Page No : 2



# Traffic Data Service

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

File Name : 11AM FINAL  
Site Code : 00000011  
Start Date : 9/27/2016  
Page No : 1

## Groups Printed- Vehicles

Start Time	ASH ST Southbound					SHERIDAN AVE Westbound					ASH ST Northbound					SHERIDAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	5	1	7	1	11	0	1	13	0	2	2	1	5	1	2	0	0	3	28
07:15 AM	2	2	2	2	8	0	12	1	1	14	2	1	2	0	5	2	5	1	0	8	35
07:30 AM	2	2	0	1	5	0	21	0	0	21	1	2	1	0	4	0	6	1	0	7	37
07:45 AM	4	3	5	0	12	5	47	2	0	54	0	4	6	0	10	2	7	0	1	10	86
<b>Total</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>32</b>	<b>6</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>102</b>	<b>3</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>24</b>	<b>5</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>186</b>
08:00 AM	0	7	3	1	11	6	49	2	0	57	1	3	6	2	12	0	4	2	3	9	89
08:15 AM	3	5	5	5	18	1	30	1	0	32	2	3	6	0	11	3	7	1	3	14	75
08:30 AM	1	1	1	1	4	2	35	0	0	37	1	1	3	0	5	2	8	3	2	15	61
08:45 AM	4	4	1	2	11	6	31	2	0	39	1	1	3	1	6	0	10	2	3	15	71
<b>Total</b>	<b>8</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>44</b>	<b>15</b>	<b>145</b>	<b>5</b>	<b>0</b>	<b>165</b>	<b>5</b>	<b>8</b>	<b>18</b>	<b>3</b>	<b>34</b>	<b>5</b>	<b>29</b>	<b>8</b>	<b>11</b>	<b>53</b>	<b>296</b>
Grand Total	16	25	22	13	76	21	236	8	2	267	8	17	29	4	58	10	49	10	12	81	482
Apprch %	21.1	32.9	28.9	17.1		7.9	88.4	3	0.7		13.8	29.3	50	6.9		12.3	60.5	12.3	14.8		
Total %	3.3	5.2	4.6	2.7	15.8	4.4	49	1.7	0.4	55.4	1.7	3.5	6	0.8	12	2.1	10.2	2.1	2.5	16.8	

Start Time	ASH ST Southbound				App. Total	SHERIDAN AVE Westbound				App. Total	ASH ST Northbound				App. Total	SHERIDAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	3	5	12	5	47	2	54	0	4	6	10	2	7	0	9	85				
08:00 AM	0	7	3	10	6	49	2	57	1	3	6	10	0	4	2	6	83				
08:15 AM	3	5	5	13	1	30	1	32	2	3	6	11	3	7	1	11	67				
08:30 AM	1	1	1	3	2	35	0	37	1	1	3	5	2	8	3	13	58				
Total Volume	8	16	14	38	14	161	5	180	4	11	21	36	7	26	6	39	293				
% App. Total	21.1	42.1	36.8		7.8	89.4	2.8		11.1	30.6	58.3		17.9	66.7	15.4						
PHF	.500	.571	.700	.731	.583	.821	.625	.789	.500	.688	.875	.818	.583	.813	.500	.750	.862				

# Traffic Data Service

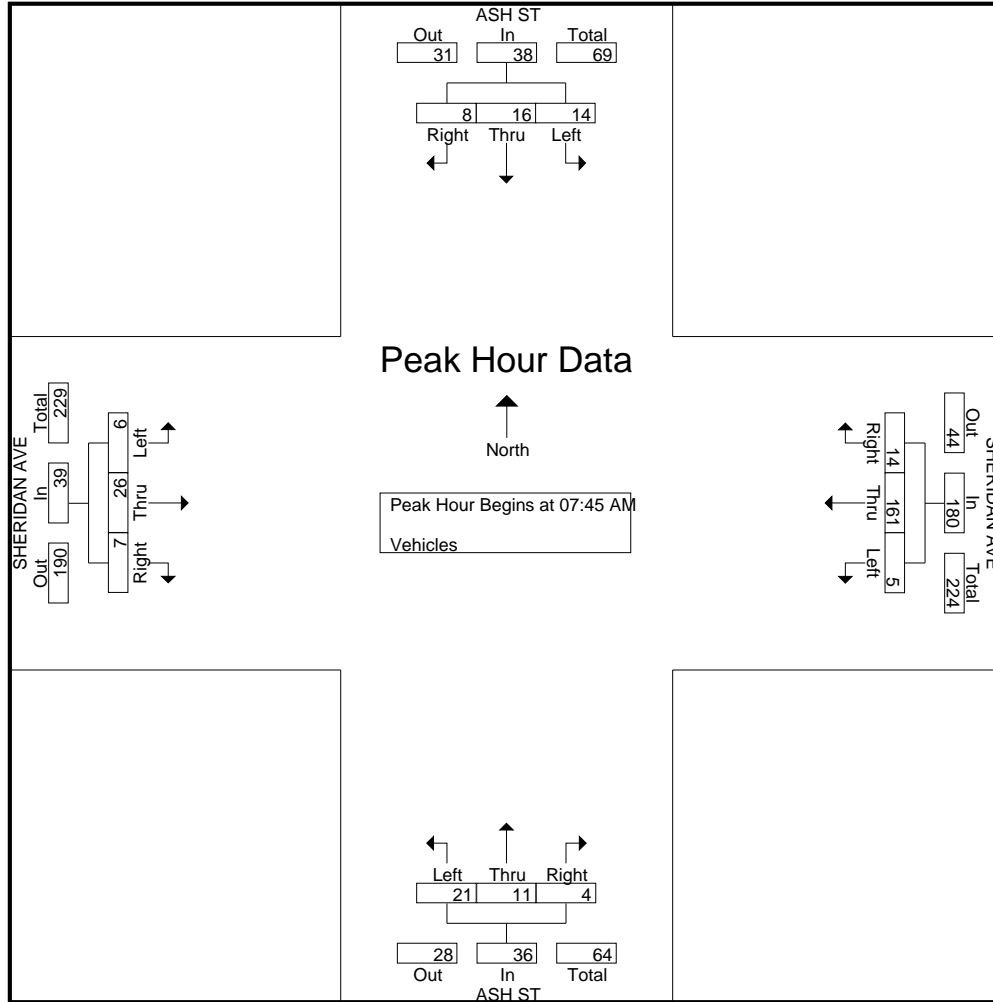
San Jose, CA  
 (408) 622-4787  
 tdsbay@cs.com

File Name : 11AM FINAL

Site Code : 00000011

Start Date : 9/27/2016

Page No : 2





# Traffic Data Service

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

File Name : 11AM FINAL  
 Site Code : 00000011  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	ASH ST Southbound					SHERIDAN AVE Westbound					ASH ST Northbound					SHERIDAN AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	7
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Grand Total	0	0	0	0	0	6	1	3	0	10	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	15
Apprch %	0	0	0	0	0	60	10	30	0	66.7	0	0	0	0	0	0	40	60	0	33.3	0	0	0	0	0	
Total %	0	0	0	0	0	40	6.7	20	0	66.7	0	0	0	0	0	0	13.3	20	0	33.3	0	0	0	0	0	

Start Time	ASH ST Southbound				App. Total	SHERIDAN AVE Westbound				App. Total	ASH ST Northbound				App. Total	SHERIDAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	1	3	4	7		
07:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2		
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
08:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	4	1	1	6	0	0	0	0	0	0	2	3	5	11		
% App. Total	0	0	0	0	0	66.7	16.7	16.7	66.7	0	0	0	0	0	0	40	60	33.3			
PHF	.000	.000	.000	.000	.000	.500	.250	.250	.500	.000	.000	.000	.000	.000	.000	.500	.250	.313	.393		

# Traffic Data Service

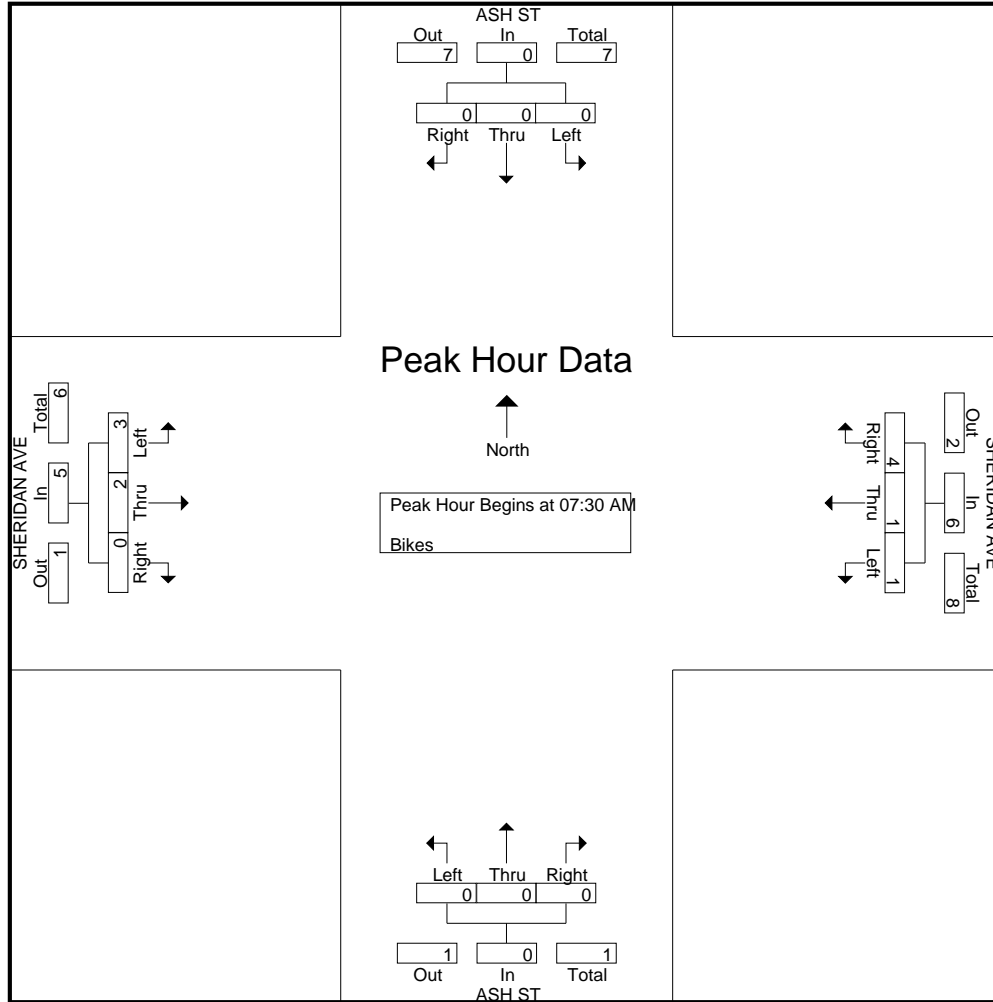
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 11AM FINAL

Site Code : 00000011

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 11PM FINAL  
 Site Code : 00000011  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

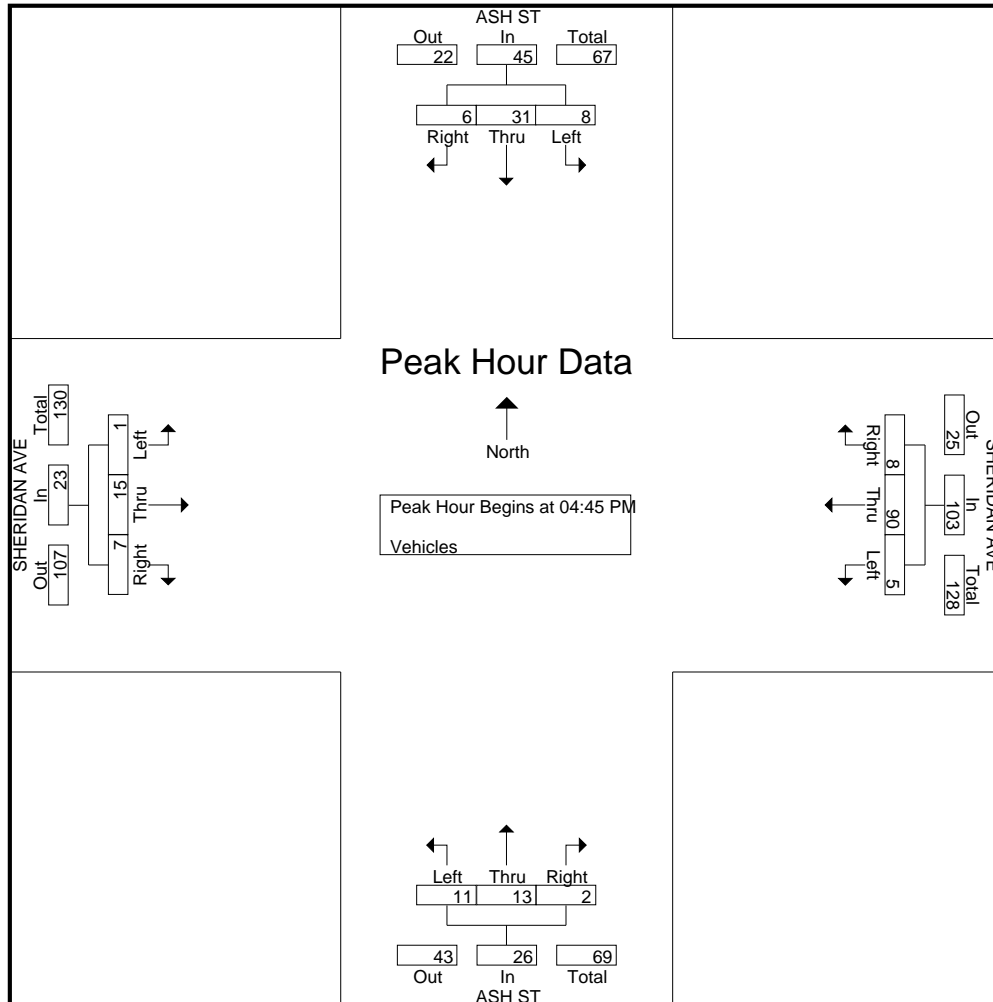
Start Time	ASH ST Southbound					SHERIDAN AVE Westbound					ASH ST Northbound					SHERIDAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	1	2	1	5	2	17	3	0	22	2	3	2	2	9	0	5	1	2	8	44
04:15 PM	0	9	2	1	12	1	17	0	0	18	0	0	1	2	3	1	4	0	0	5	38
04:30 PM	3	7	3	2	15	2	19	0	0	21	0	1	1	0	2	2	5	0	3	10	48
04:45 PM	3	7	4	0	14	0	17	1	0	18	2	1	5	0	8	3	5	0	1	9	49
<b>Total</b>	<b>7</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>46</b>	<b>5</b>	<b>70</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>22</b>	<b>6</b>	<b>19</b>	<b>1</b>	<b>6</b>	<b>32</b>	<b>179</b>
05:00 PM	1	11	1	1	14	3	18	1	0	22	0	3	2	0	5	1	7	1	1	10	51
05:15 PM	0	4	3	1	8	2	26	2	0	30	0	6	2	0	8	3	3	0	0	6	52
05:30 PM	2	9	0	2	13	3	29	1	0	33	0	3	2	2	7	0	0	0	2	2	55
05:45 PM	0	8	3	3	14	0	14	1	0	15	2	2	6	2	12	1	5	0	1	7	48
<b>Total</b>	<b>3</b>	<b>32</b>	<b>7</b>	<b>7</b>	<b>49</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>32</b>	<b>5</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>25</b>	<b>206</b>
Grand Total	10	56	18	11	95	13	157	9	0	179	6	19	21	8	54	11	34	2	10	57	385
Apprch %	10.5	58.9	18.9	11.6		7.3	87.7	5	0		11.1	35.2	38.9	14.8		19.3	59.6	3.5	17.5		
Total %	2.6	14.5	4.7	2.9	24.7	3.4	40.8	2.3	0	46.5	1.6	4.9	5.5	2.1	14	2.9	8.8	0.5	2.6	14.8	

Start Time	ASH ST Southbound				App. Total	SHERIDAN AVE Westbound				App. Total	ASH ST Northbound				App. Total	SHERIDAN AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	7	4	14		0	17	1	18		2	1	5	8		3	5	0	8		48
05:00 PM	1	11	1	13		3	18	1	22		0	3	2	5		1	7	1	9		49
05:15 PM	0	4	3	7		2	26	2	30		0	6	2	8		3	3	0	6		51
05:30 PM	2	9	0	11		3	29	1	33		0	3	2	5		0	0	0	0		49
Total Volume	6	31	8	45		8	90	5	103		2	13	11	26		7	15	1	23		197
% App. Total	13.3	68.9	17.8			7.8	87.4	4.9			7.7	50	42.3			30.4	65.2	4.3			
PHF	.500	.705	.500	.804		.667	.776	.625	.780		.250	.542	.550	.813		.583	.536	.250	.639		.966

# Traffic Data Service

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

File Name : 11PM FINAL  
 Site Code : 00000011  
 Start Date : 9/27/2016  
 Page No : 2



# Traffic Data Service

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

File Name : 11PM FINAL  
Site Code : 00000011  
Start Date : 9/27/2016  
Page No : 1

Groups Printed- Bikes

Start Time	ASH ST Southbound					SHERIDAN AVE Westbound					ASH ST Northbound					SHERIDAN AVE Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
Grand Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3
Apprch %	0	0	0	0		0	50	50	0		0	0	0	0		0	100	0	0			
Total %	0	0	0	0		0	33.3	33.3	0	66.7	0	0	0	0		0	33.3	0	0	33.3		

Start Time	ASH ST Southbound				SHERIDAN AVE Westbound				ASH ST Northbound				SHERIDAN AVE Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0		0	50	50		0	0	0	0		0	0	0	0			
PHF	.000	.000	.000	.000		.000	.250	.250	.500		.000	.000	.000	.000		.000	.000	.000	.000		.500

# Traffic Data Service

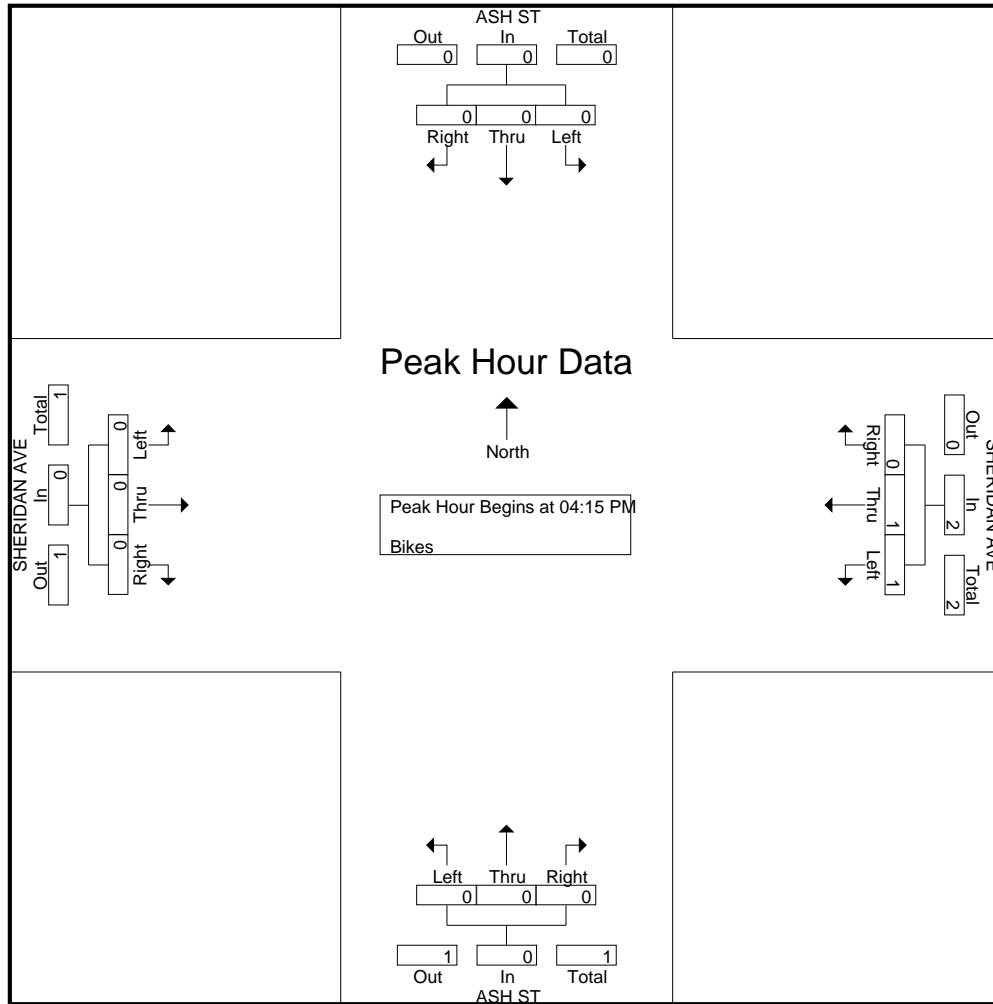
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 11PM FINAL

Site Code : 0000011

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

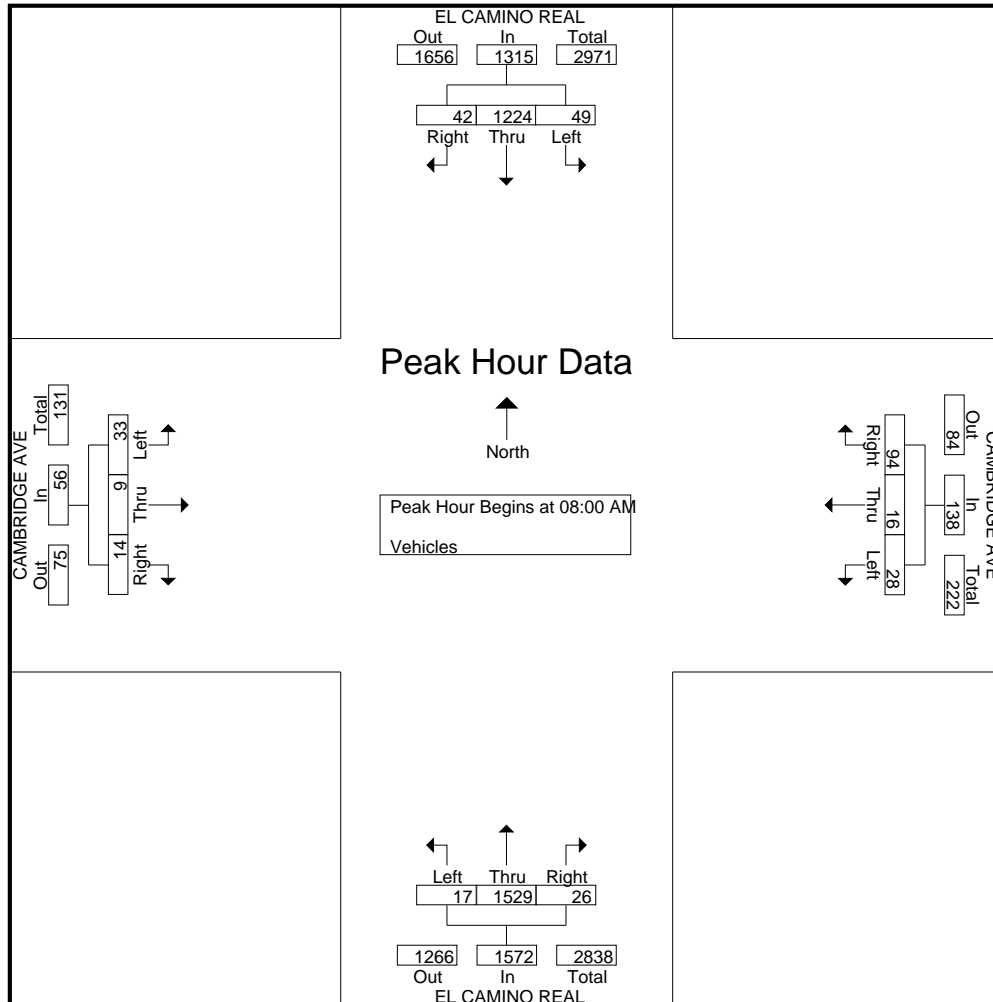
Start Time	EL CAMINO REAL Southbound					CAMBRIDGE AVE Westbound					EL CAMINO REAL Northbound					CAMBRIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	132	6	1	145	10	2	1	1	14	2	204	3	2	211	1	0	4	1	6	376
07:15 AM	3	165	4	0	172	16	1	3	2	22	9	261	2	2	274	1	0	2	1	4	472
07:30 AM	4	221	5	1	231	14	2	3	1	20	3	313	4	1	321	3	0	7	1	11	583
07:45 AM	6	271	8	0	285	33	7	4	2	46	1	370	1	2	374	2	0	5	1	8	713
<b>Total</b>	<b>19</b>	<b>789</b>	<b>23</b>	<b>2</b>	<b>833</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>102</b>	<b>15</b>	<b>1148</b>	<b>10</b>	<b>7</b>	<b>1180</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>29</b>	<b>2144</b>
08:00 AM	6	312	12	0	330	32	8	2	1	43	3	462	6	5	476	3	5	9	2	19	868
08:15 AM	11	311	7	0	329	21	3	5	0	29	7	372	6	5	390	5	1	12	1	19	767
08:30 AM	9	269	15	1	294	19	1	13	1	34	10	348	3	4	365	2	1	3	3	9	702
08:45 AM	16	332	15	0	363	22	4	8	2	36	6	347	2	0	355	4	2	9	2	17	771
<b>Total</b>	<b>42</b>	<b>1224</b>	<b>49</b>	<b>1</b>	<b>1316</b>	<b>94</b>	<b>16</b>	<b>28</b>	<b>4</b>	<b>142</b>	<b>26</b>	<b>1529</b>	<b>17</b>	<b>14</b>	<b>1586</b>	<b>14</b>	<b>9</b>	<b>33</b>	<b>8</b>	<b>64</b>	<b>3108</b>
Grand Total	61	2013	72	3	2149	167	28	39	10	244	41	2677	27	21	2766	21	9	51	12	93	5252
Apprch %	2.8	93.7	3.4	0.1		68.4	11.5	16	4.1		1.5	96.8	1	0.8		22.6	9.7	54.8	12.9		
Total %	1.2	38.3	1.4	0.1	40.9	3.2	0.5	0.7	0.2	4.6	0.8	51	0.5	0.4	52.7	0.4	0.2	1	0.2	1.8	

Start Time	EL CAMINO REAL Southbound				CAMBRIDGE AVE Westbound				EL CAMINO REAL Northbound				CAMBRIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	312	12	330	<b>32</b>	<b>8</b>	<b>2</b>	<b>42</b>	3	<b>462</b>	<b>6</b>	<b>471</b>	3	<b>5</b>	9	17	<b>860</b>
08:15 AM	11	311	7	329	21	3	5	29	7	372	6	385	5	1	12	18	761
08:30 AM	9	269	15	293	19	1	13	33	10	348	3	361	2	1	3	6	693
08:45 AM	16	332	15	363	22	4	8	34	6	347	2	355	4	2	9	15	767
Total Volume	42	1224	49	1315	94	16	28	138	26	1529	17	1572	14	9	33	56	3081
% App. Total	3.2	93.1	3.7		68.1	11.6	20.3		1.7	97.3	1.1		25	16.1	58.9		
PHF	.656	.922	.817	.906	.734	.500	.538	.821	.650	.827	.708	.834	.700	.450	.688	.778	.896

# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 9/27/2016  
 Page No : 2





# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

Start Time	EL CAMINO REAL Southbound					CAMBRIDGE AVE Westbound					EL CAMINO REAL Northbound					CAMBRIDGE AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6	6
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	0	0	0	6	9
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	2	5
Grand Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	0	0	0	0	8	14
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	21.4	0	0	21.4	0	0	0	0	0	0	21.4	0	0	21.4	0	57.1	0	0	57.1	0	0	0	0		

Start Time	EL CAMINO REAL Southbound				CAMBRIDGE AVE Westbound				EL CAMINO REAL Northbound				CAMBRIDGE AVE Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	6	0	6	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		0	0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375

# Traffic Data Service

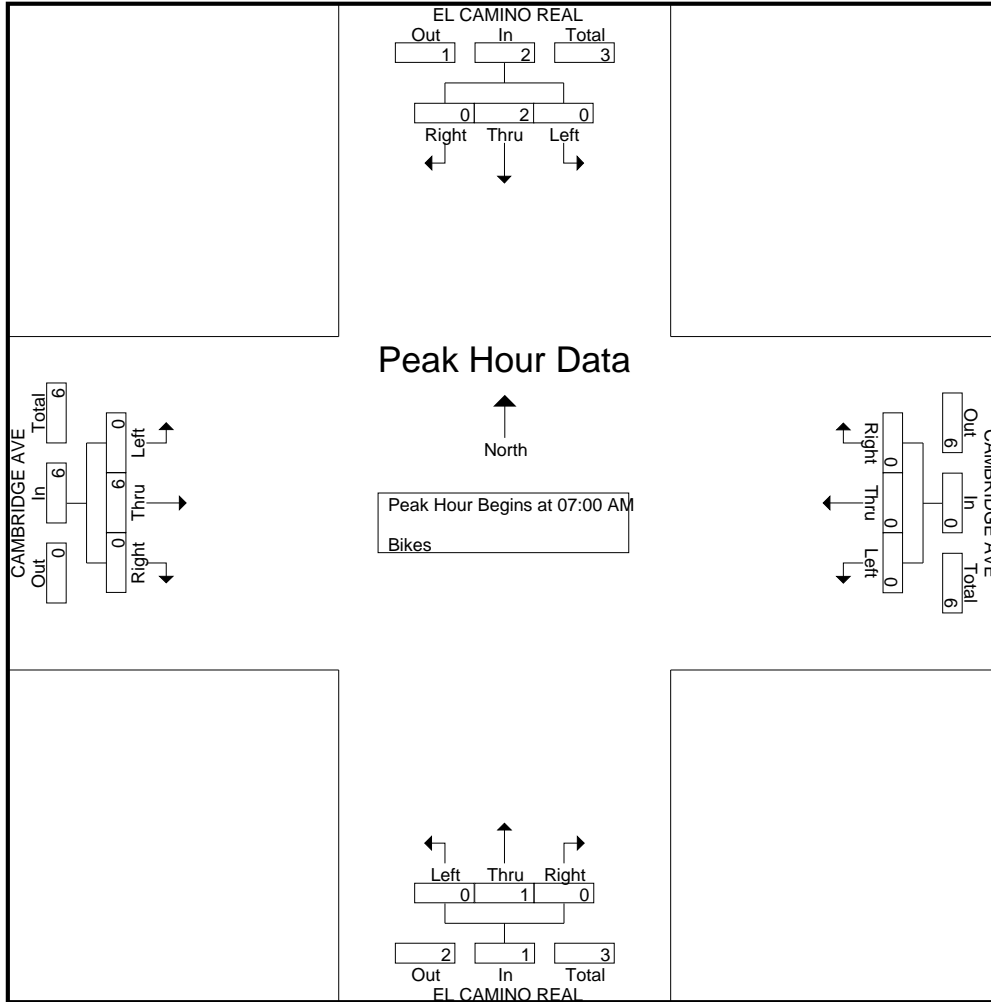
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 12AM FINAL

Site Code : 00000012

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Vehicles

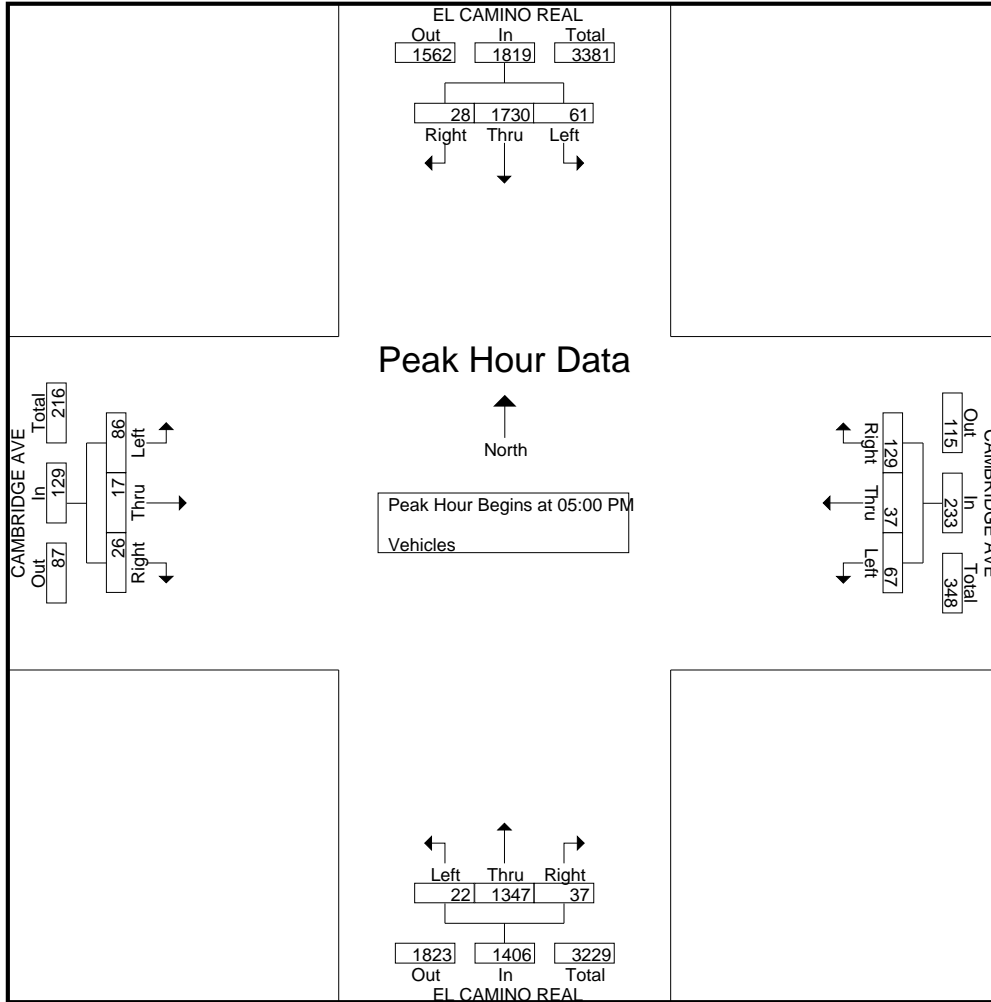
Start Time	EL CAMINO REAL Southbound					CAMBRIDGE AVE Westbound					EL CAMINO REAL Northbound					CAMBRIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	368	16	1	390	28	7	24	4	63	9	327	9	0	345	4	3	15	5	27	825
04:15 PM	10	430	17	5	462	36	9	14	3	62	14	302	5	0	321	5	4	10	4	23	868
04:30 PM	5	455	18	0	478	21	5	18	2	46	10	294	2	0	306	3	0	21	0	24	854
04:45 PM	8	463	14	4	489	24	4	19	5	52	14	313	4	1	332	4	2	18	2	26	899
Total	28	1716	65	10	1819	109	25	75	14	223	47	1236	20	1	1304	16	9	64	11	100	3446
05:00 PM	6	429	19	3	457	35	3	21	8	67	10	315	2	1	328	8	4	20	2	34	886
05:15 PM	13	472	14	9	508	32	10	16	2	60	12	306	11	0	329	7	7	29	3	46	943
05:30 PM	4	416	13	6	439	31	13	14	1	59	5	372	2	0	379	6	2	18	6	32	909
05:45 PM	5	413	15	10	443	31	11	16	5	63	10	354	7	6	377	5	4	19	1	29	912
Total	28	1730	61	28	1847	129	37	67	16	249	37	1347	22	7	1413	26	17	86	12	141	3650
Grand Total	56	3446	126	38	3666	238	62	142	30	472	84	2583	42	8	2717	42	26	150	23	241	7096
Apprch %	1.5	94	3.4	1		50.4	13.1	30.1	6.4		3.1	95.1	1.5	0.3		17.4	10.8	62.2	9.5		
Total %	0.8	48.6	1.8	0.5	51.7	3.4	0.9	2	0.4	6.7	1.2	36.4	0.6	0.1	38.3	0.6	0.4	2.1	0.3	3.4	

Start Time	EL CAMINO REAL Southbound					CAMBRIDGE AVE Westbound					EL CAMINO REAL Northbound					CAMBRIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	429	19		454	35	3	21		59	10	315	2		327	8	4	20		32	872
05:15 PM	13	472	14		499	32	10	16		58	12	306	11		329	7	7	29		43	929
05:30 PM	4	416	13		433	31	13	14		58	5	372	2		379	6	2	18		26	896
05:45 PM	5	413	15		433	31	11	16		58	10	354	7		371	5	4	19		28	890
Total Volume	28	1730	61		1819	129	37	67		233	37	1347	22		1406	26	17	86		129	3587
% App. Total	1.5	95.1	3.4			55.4	15.9	28.8			2.6	95.8	1.6			20.2	13.2	66.7			
PHF	.538	.916	.803		.911	.921	.712	.798		.987	.771	.905	.500		.927	.813	.607	.741		.750	.965

# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 9/27/2016  
 Page No : 2



# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Bikes

Start Time	EL CAMINO REAL Southbound					CAMBRIDGE AVE Westbound					EL CAMINO REAL Northbound					CAMBRIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
Grand Total	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	6
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	33.3	0	0	33.3	0	16.7	0	0	16.7	0	33.3	0	0	33.3	0	16.7	0	0	16.7	

Start Time	EL CAMINO REAL Southbound				CAMBRIDGE AVE Westbound				EL CAMINO REAL Northbound				CAMBRIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

# Traffic Data Service

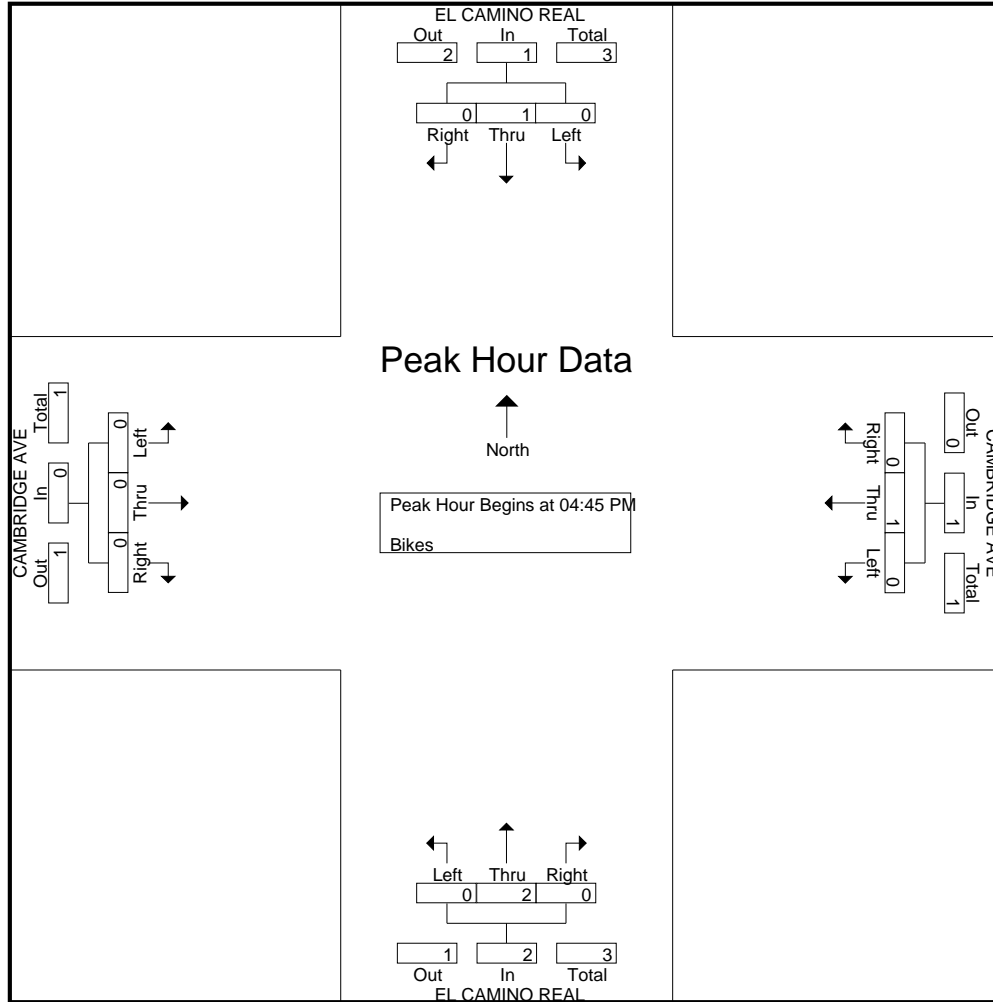
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 12PM FINAL

Site Code : 00000012

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Vehicles

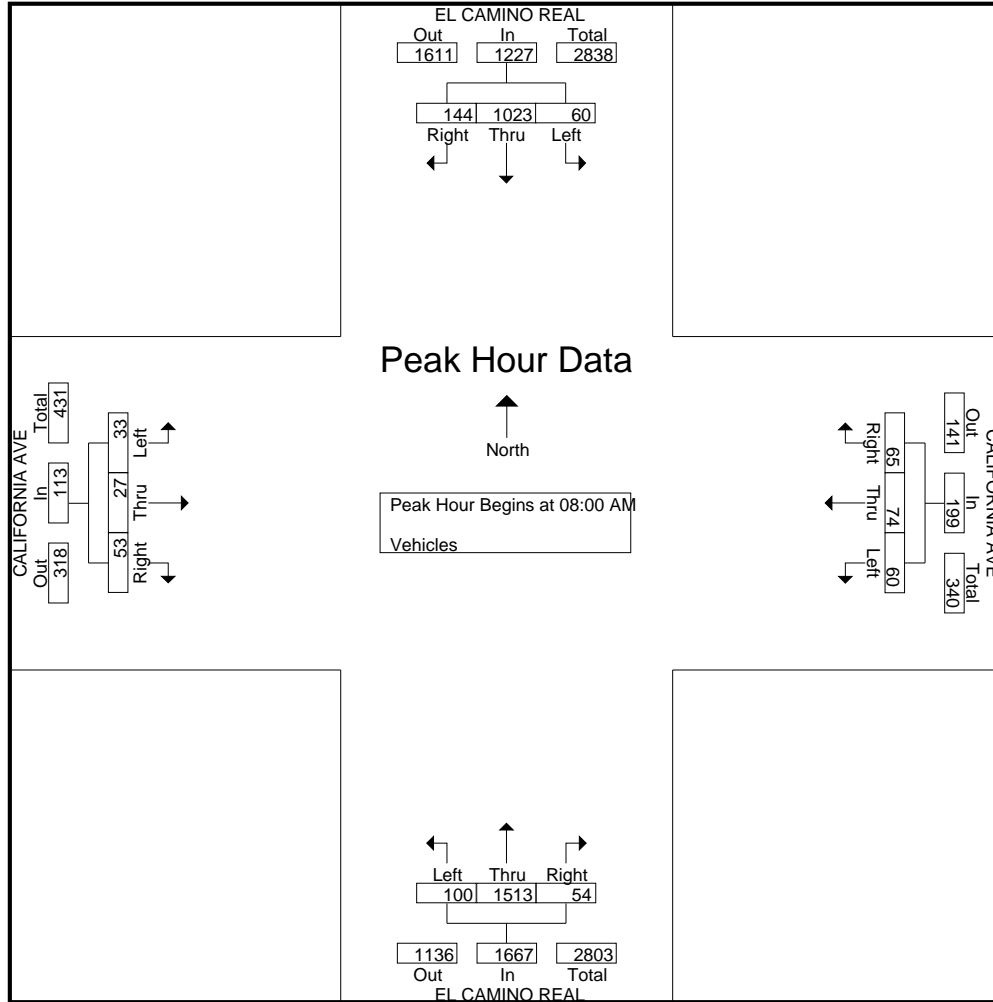
Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	13	115	7	6	141	6	9	7	1	23	15	204	15	6	240	6	0	3	1	10	414
07:15 AM	23	136	15	3	177	4	4	4	1	13	13	249	16	12	290	4	1	1	1	7	487
07:30 AM	20	194	12	12	238	9	13	13	3	38	14	282	12	21	329	13	5	11	4	33	638
07:45 AM	20	224	6	3	253	16	16	9	0	41	14	346	14	23	397	15	8	5	3	31	722
<b>Total</b>	<b>76</b>	<b>669</b>	<b>40</b>	<b>24</b>	<b>809</b>	<b>35</b>	<b>42</b>	<b>33</b>	<b>5</b>	<b>115</b>	<b>56</b>	<b>1081</b>	<b>57</b>	<b>62</b>	<b>1256</b>	<b>38</b>	<b>14</b>	<b>20</b>	<b>9</b>	<b>81</b>	<b>2261</b>
08:00 AM	28	248	13	11	300	22	18	11	0	51	15	452	21	10	498	7	5	12	4	28	877
08:15 AM	40	276	14	11	341	8	18	21	1	48	13	375	22	16	426	15	9	6	6	36	851
08:30 AM	33	225	14	4	276	14	15	13	6	48	13	346	30	15	404	19	8	8	4	39	767
08:45 AM	43	274	19	13	349	21	23	15	3	62	13	340	27	27	407	12	5	7	7	31	849
<b>Total</b>	<b>144</b>	<b>1023</b>	<b>60</b>	<b>39</b>	<b>1266</b>	<b>65</b>	<b>74</b>	<b>60</b>	<b>10</b>	<b>209</b>	<b>54</b>	<b>1513</b>	<b>100</b>	<b>68</b>	<b>1735</b>	<b>53</b>	<b>27</b>	<b>33</b>	<b>21</b>	<b>134</b>	<b>3344</b>
Grand Total	220	1692	100	63	2075	100	116	93	15	324	110	2594	157	130	2991	91	41	53	30	215	5605
Apprch %	10.6	81.5	4.8	3		30.9	35.8	28.7	4.6		3.7	86.7	5.2	4.3		42.3	19.1	24.7	14		
Total %	3.9	30.2	1.8	1.1	37	1.8	2.1	1.7	0.3	5.8	2	46.3	2.8	2.3	53.4	1.6	0.7	0.9	0.5	3.8	

Start Time	EL CAMINO REAL Southbound				App. Total	CALIFORNIA AVE Westbound				App. Total	EL CAMINO REAL Northbound				App. Total	CALIFORNIA AVE Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	28	248	13	11	289	22	18	11	0	51	15	452	21	10	488	7	5	12	4	24	852
08:15 AM	40	276	14	11	330	8	18	21	1	47	13	375	22	16	410	15	9	6	6	30	817
08:30 AM	33	225	14	4	272	14	15	13	6	42	13	346	30	15	389	19	8	8	4	35	738
08:45 AM	43	274	19	13	336	21	23	15	3	59	13	340	27	27	380	12	5	7	7	24	799
Total Volume	144	1023	60	39	1227	65	74	60	10	199	54	1513	100	68	1667	53	27	33	21	113	3206
% App. Total	11.7	83.4	4.9	3.1		32.7	37.2	30.2	4.9		3.2	90.8	6	4.3		46.9	23.9	29.2	14		
PHF	.837	.927	.789	.913		.739	.804	.714	.843		.900	.837	.833	.854		.697	.750	.688	.807		.941

# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 9/27/2016  
 Page No : 2





# Traffic Data Service

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

File Name : 13AM FINAL  
Site Code : 00000013  
Start Date : 9/27/2016  
Page No : 1

Groups Printed- Bikes

Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	3	0	0	3	1	2	0	1	4	0	4	0	0	4	11
07:15 AM	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	1	0	0	1	9
07:30 AM	0	0	0	0	0	0	10	1	0	11	0	4	0	0	4	0	18	0	0	18	33
07:45 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	13	0	0	13	20
Total	0	0	0	0	0	0	26	1	0	27	1	8	0	1	10	0	36	0	0	36	73
08:00 AM	1	0	0	0	1	0	10	0	0	10	0	2	0	0	2	0	4	0	0	4	17
08:15 AM	0	0	0	0	0	1	11	0	0	12	0	1	0	0	1	0	7	0	0	7	20
08:30 AM	0	0	0	0	0	1	15	0	0	16	0	1	0	0	1	0	5	0	0	5	22
08:45 AM	0	0	0	0	0	0	18	0	0	18	0	1	0	0	1	0	6	0	0	6	25
Total	1	0	0	0	1	2	54	0	0	56	0	5	0	0	5	0	22	0	0	22	84
Grand Total	1	0	0	0	1	2	80	1	0	83	1	13	0	1	15	0	58	0	0	58	157
Apprch %	100	0	0	0		2.4	96.4	1.2	0		6.7	86.7	0	6.7		0	100	0	0		
Total %	0.6	0	0	0	0.6	1.3	51	0.6	0	52.9	0.6	8.3	0	0.6	9.6	0	36.9	0	0	36.9	

Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	10	1	0	11	0	4	0	0	4	0	18	0	0	18	33
07:45 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	13	0	0	13	20
08:00 AM	1	0	0	0	1	0	10	0	0	10	0	2	0	0	2	0	4	0	0	4	17
08:15 AM	0	0	0	0	0	1	11	0	0	12	0	1	0	0	1	0	7	0	0	7	20
Total Volume	1	0	0	0	1	1	37	1	0	39	0	8	0	0	8	0	42	0	0	42	90
% App. Total	100	0	0	0		2.6	94.9	2.6	0		0	100	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.250	.841	.250	.813	.000	.500	.000	.500	.000	.583	.000	.583	.682			

# Traffic Data Service

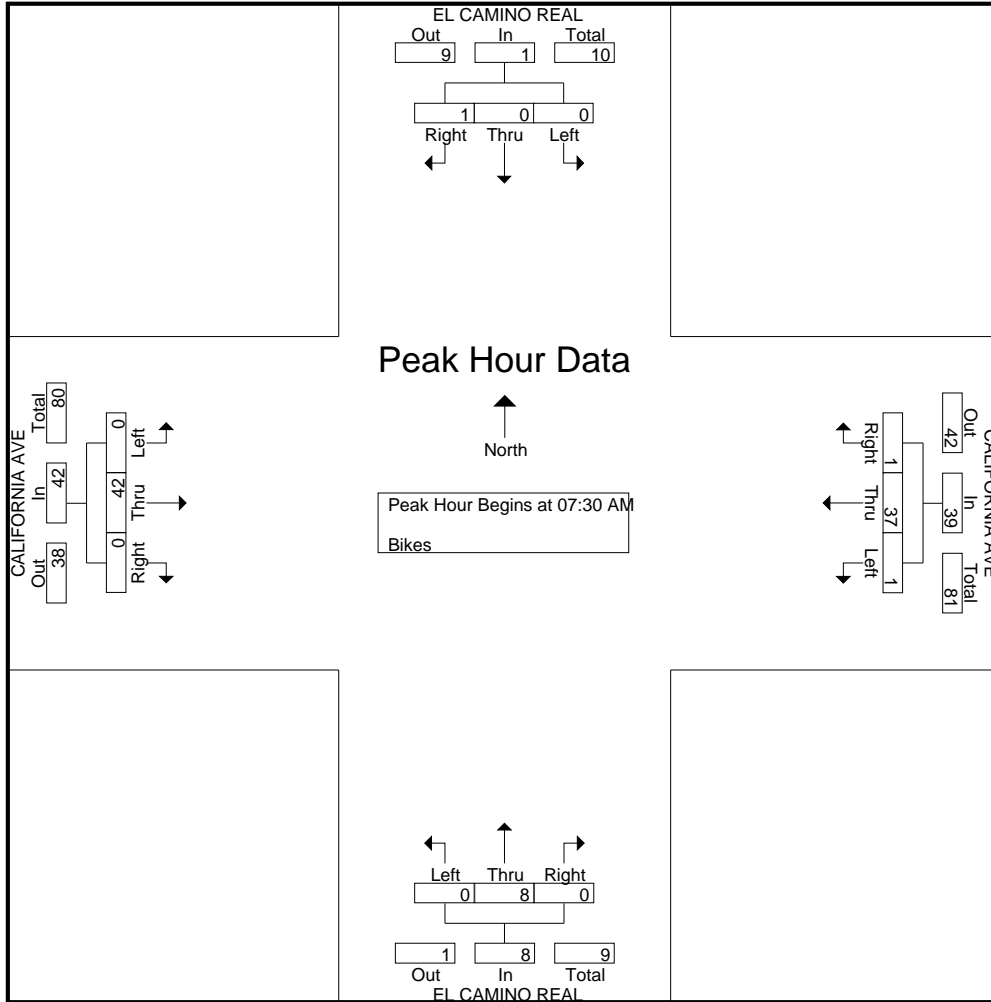
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 13AM FINAL

Site Code : 00000013

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Vehicles

Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	341	1	12	364	21	11	23	1	56	18	312	23	17	370	30	8	15	12	65	855
04:15 PM	9	425	0	16	450	22	6	18	6	52	20	288	19	18	345	28	11	20	7	66	913
04:30 PM	18	441	2	15	476	10	10	26	2	48	23	283	27	17	350	34	11	17	4	66	940
04:45 PM	9	452	1	9	471	28	8	15	5	56	18	302	17	21	358	35	18	25	8	86	971
Total	46	1659	4	52	1761	81	35	82	14	212	79	1185	86	73	1423	127	48	77	31	283	3679
05:00 PM	14	424	23	10	471	17	5	24	3	49	22	289	24	21	356	43	20	23	5	91	967
05:15 PM	12	482	15	16	525	23	12	19	2	56	20	274	12	21	327	41	19	29	6	95	1003
05:30 PM	13	399	19	19	450	13	4	20	5	42	25	329	17	25	396	26	19	38	7	90	978
05:45 PM	12	407	17	15	451	14	10	22	2	48	18	349	16	32	415	20	15	32	3	70	984
Total	51	1712	74	60	1897	67	31	85	12	195	85	1241	69	99	1494	130	73	122	21	346	3932
Grand Total	97	3371	78	112	3658	148	66	167	26	407	164	2426	155	172	2917	257	121	199	52	629	7611
Apprch %	2.7	92.2	2.1	3.1		36.4	16.2	41	6.4		5.6	83.2	5.3	5.9		40.9	19.2	31.6	8.3		
Total %	1.3	44.3	1	1.5	48.1	1.9	0.9	2.2	0.3	5.3	2.2	31.9	2	2.3	38.3	3.4	1.6	2.6	0.7	8.3	

Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	14	424	23		461	17	5	24		46	22	289	24		335	43	20	23		86	928
05:15 PM	12	482	15		509	23	12	19		54	20	274	12		306	41	19	29		89	958
05:30 PM	13	399	19		431	13	4	20		37	25	329	17		371	26	19	38		83	922
05:45 PM	12	407	17		436	14	10	22		46	18	349	16		383	20	15	32		67	932
Total Volume	51	1712	74		1837	67	31	85		183	85	1241	69		1395	130	73	122		325	3740
% App. Total	2.8	93.2	4			36.6	16.9	46.4			6.1	89	4.9			40	22.5	37.5			
PHF	.911	.888	.804		.902	.728	.646	.885		.847	.850	.889	.719		.911	.756	.913	.803		.913	.976

# Traffic Data Service

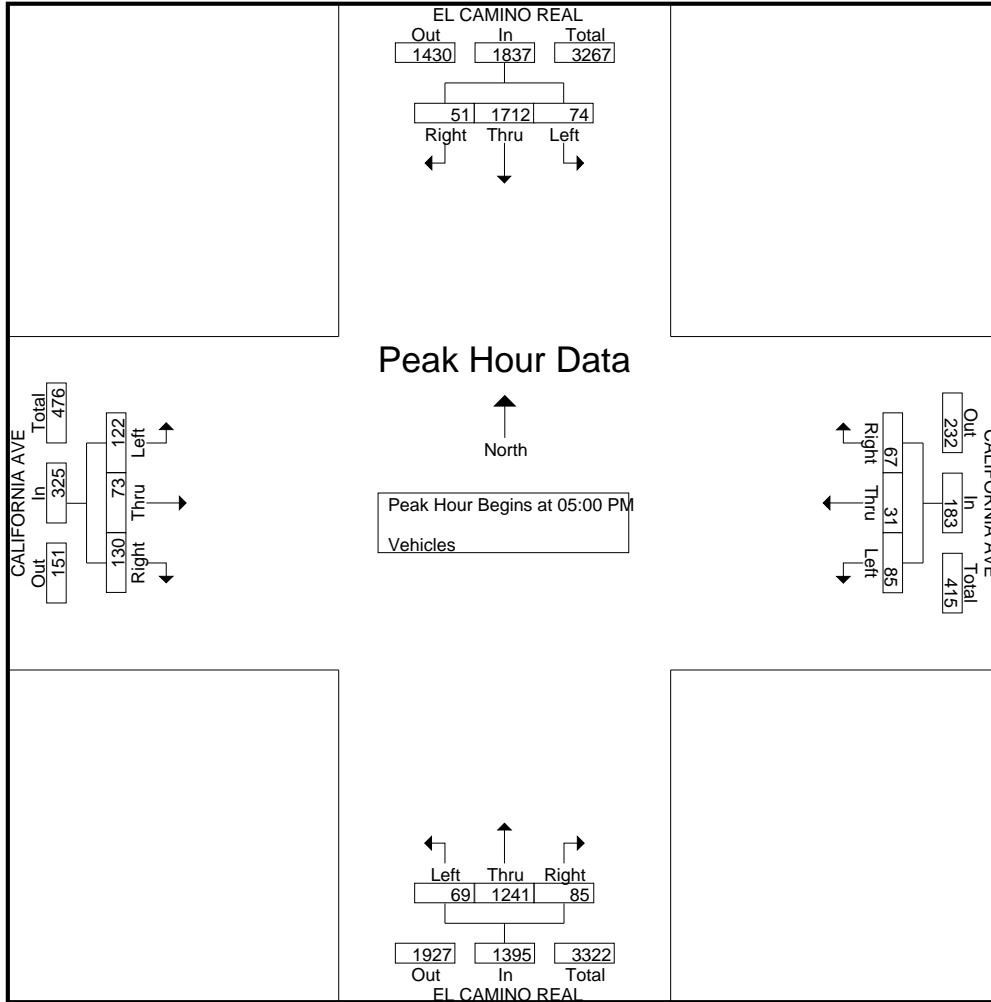
San Jose, CA  
 (408) 622-4787  
*tdsbay@cs.com*

File Name : 13PM FINAL

Site Code : 00000013

Start Date : 9/27/2016

Page No : 2



# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 9/27/2016  
 Page No : 1

Groups Printed- Bikes

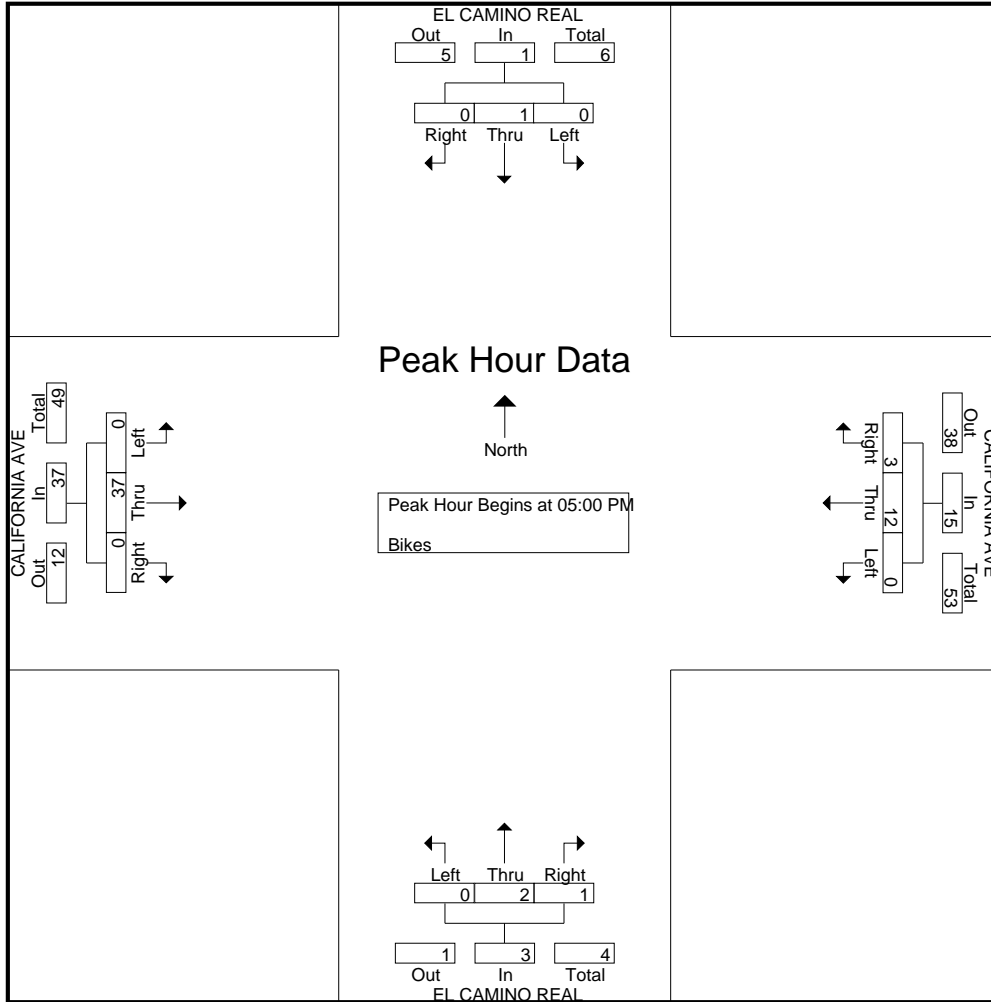
Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
05:15 PM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	2	0	0	2	8
05:30 PM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	0	19	0	0	19	25
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	10	0	0	10	17
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>56</b>
Grand Total	0	2	0	0	2	3	19	0	0	22	1	7	0	0	8	0	38	0	0	38	70
Apprch %	0	100	0	0		13.6	86.4	0	0		12.5	87.5	0	0		0	100	0	0		
Total %	0	2.9	0	0	2.9	4.3	27.1	0	0	31.4	1.4	10	0	0	11.4	0	54.3	0	0	54.3	

Start Time	EL CAMINO REAL Southbound					CALIFORNIA AVE Westbound					EL CAMINO REAL Northbound					CALIFORNIA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
05:15 PM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	2	0	0	2	8
05:30 PM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	0	19	0	0	19	25
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	10	0	0	10	17
Total Volume	0	1	0	0	1	3	12	0	0	15	1	2	0	0	3	0	37	0	0	37	56
% App. Total	0	100	0	0		20	80	0	0		33.3	66.7	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.250	.500	.000	.000	.625	.250	.500	.000	.000	.750	.000	.487	.000	.000	.487	.560

# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 9/27/2016  
 Page No : 2



# Traffic Data Service

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

File Name : 14PM FINAL  
Site Code : 00000014  
Start Date : 9/27/2016  
Page No : 1

Groups Printed- Vehicles

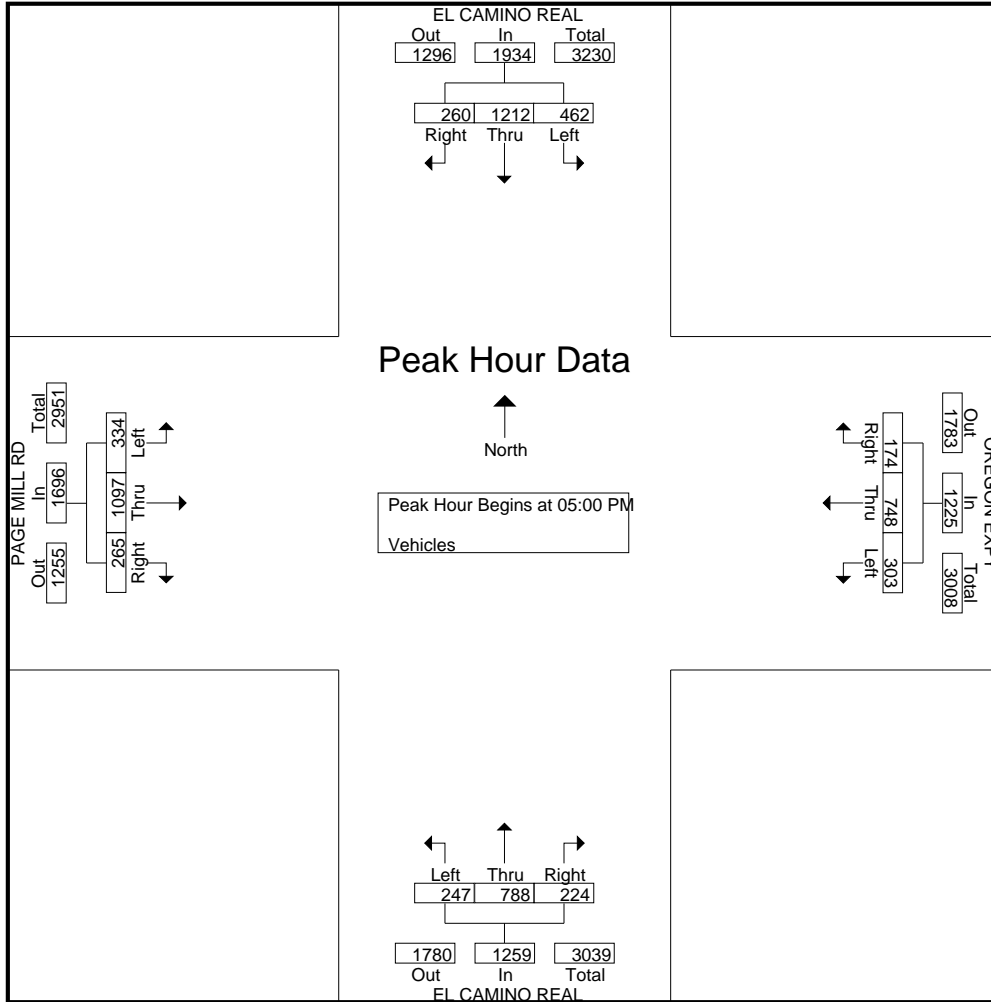
Start Time	EL CAMINO REAL Southbound					OREGON EXPY Westbound					EL CAMINO REAL Northbound					PAGE MILL RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	76	267	96	3	442	66	158	59	2	285	50	188	68	1	307	60	298	92	3	453	1487
04:15 PM	56	288	121	0	465	43	160	84	8	295	46	175	57	4	282	63	273	75	2	413	1455
04:30 PM	80	314	93	2	489	35	133	85	3	256	55	216	58	1	330	67	270	84	3	424	1499
04:45 PM	77	314	133	2	526	38	150	61	1	250	53	187	63	11	314	68	295	76	1	440	1530
<b>Total</b>	<b>289</b>	<b>1183</b>	<b>443</b>	<b>7</b>	<b>1922</b>	<b>182</b>	<b>601</b>	<b>289</b>	<b>14</b>	<b>1086</b>	<b>204</b>	<b>766</b>	<b>246</b>	<b>17</b>	<b>1233</b>	<b>258</b>	<b>1136</b>	<b>327</b>	<b>9</b>	<b>1730</b>	<b>5971</b>
05:00 PM	64	289	119	2	474	40	154	68	4	266	72	191	55	8	326	72	273	85	9	439	1505
05:15 PM	55	309	132	11	507	50	194	76	6	326	58	167	70	2	297	64	278	65	1	408	1538
05:30 PM	63	322	113	2	500	40	188	77	2	307	56	207	68	6	337	73	273	88	5	439	1583
05:45 PM	78	292	98	2	470	44	212	82	6	344	38	223	54	9	324	56	273	96	3	428	1566
<b>Total</b>	<b>260</b>	<b>1212</b>	<b>462</b>	<b>17</b>	<b>1951</b>	<b>174</b>	<b>748</b>	<b>303</b>	<b>18</b>	<b>1243</b>	<b>224</b>	<b>788</b>	<b>247</b>	<b>25</b>	<b>1284</b>	<b>265</b>	<b>1097</b>	<b>334</b>	<b>18</b>	<b>1714</b>	<b>6192</b>
Grand Total	549	2395	905	24	3873	356	1349	592	32	2329	428	1554	493	42	2517	523	2233	661	27	3444	12163
Apprch %	14.2	61.8	23.4	0.6		15.3	57.9	25.4	1.4		17	61.7	19.6	1.7		15.2	64.8	19.2	0.8		
Total %	4.5	19.7	7.4	0.2	31.8	2.9	11.1	4.9	0.3	19.1	3.5	12.8	4.1	0.3	20.7	4.3	18.4	5.4	0.2	28.3	

Start Time	EL CAMINO REAL Southbound					OREGON EXPY Westbound					EL CAMINO REAL Northbound					PAGE MILL RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	64	289	119		472	40	154	68		262	<b>72</b>	191	55		318	72	273	85		430	1482
05:15 PM	55	309	<b>132</b>		496	<b>50</b>	194	76		320	58	167	<b>70</b>		295	64	<b>278</b>	65		407	1518
05:30 PM	63	<b>322</b>	113		<b>498</b>	40	188	77		305	56	207	68		<b>331</b>	<b>73</b>	273	88		<b>434</b>	<b>1568</b>
05:45 PM	<b>78</b>	292	98		468	44	<b>212</b>	<b>82</b>		<b>338</b>	38	<b>223</b>	54		315	56	273	<b>96</b>		425	1546
Total Volume	260	1212	462		1934	174	748	303		1225	224	788	247		1259	265	1097	334		1696	6114
% App. Total	13.4	62.7	23.9			14.2	61.1	24.7			17.8	62.6	19.6			15.6	64.7	19.7			
PHF	.833	.941	.875		.971	.870	.882	.924		.906	.778	.883	.882		.951	.908	.987	.870		.977	.975

# Traffic Data Service

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

File Name : 14PM FINAL  
 Site Code : 00000014  
 Start Date : 9/27/2016  
 Page No : 2





# Traffic Data Service

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

File Name : 14PM FINAL  
 Site Code : 00000014  
 Start Date : 9/27/2016  
 Page No : 1

## Groups Printed- Bikes

Start Time	EL CAMINO REAL Southbound					OREGON EXPY Westbound					EL CAMINO REAL Northbound					PAGE MILL RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	8	0	0	8	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	8	1	0	9	11
Grand Total	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	16	1	0	17	22
Apprch %	0	100	0	0		0	100	0	0		50	50	0	0		0	94.1	5.9	0		
Total %	0	9.1	0	0	9.1	0	4.5	0	0	4.5	4.5	4.5	0	0	9.1	0	72.7	4.5	0	77.3	

Start Time	EL CAMINO REAL Southbound				OREGON EXPY Westbound				EL CAMINO REAL Northbound				PAGE MILL RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	10	1	11	13
% App. Total	0	100	0		0	0	0		0	100	0		0	90.9	9.1		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.625	.250	.688	.813

# Traffic Data Service

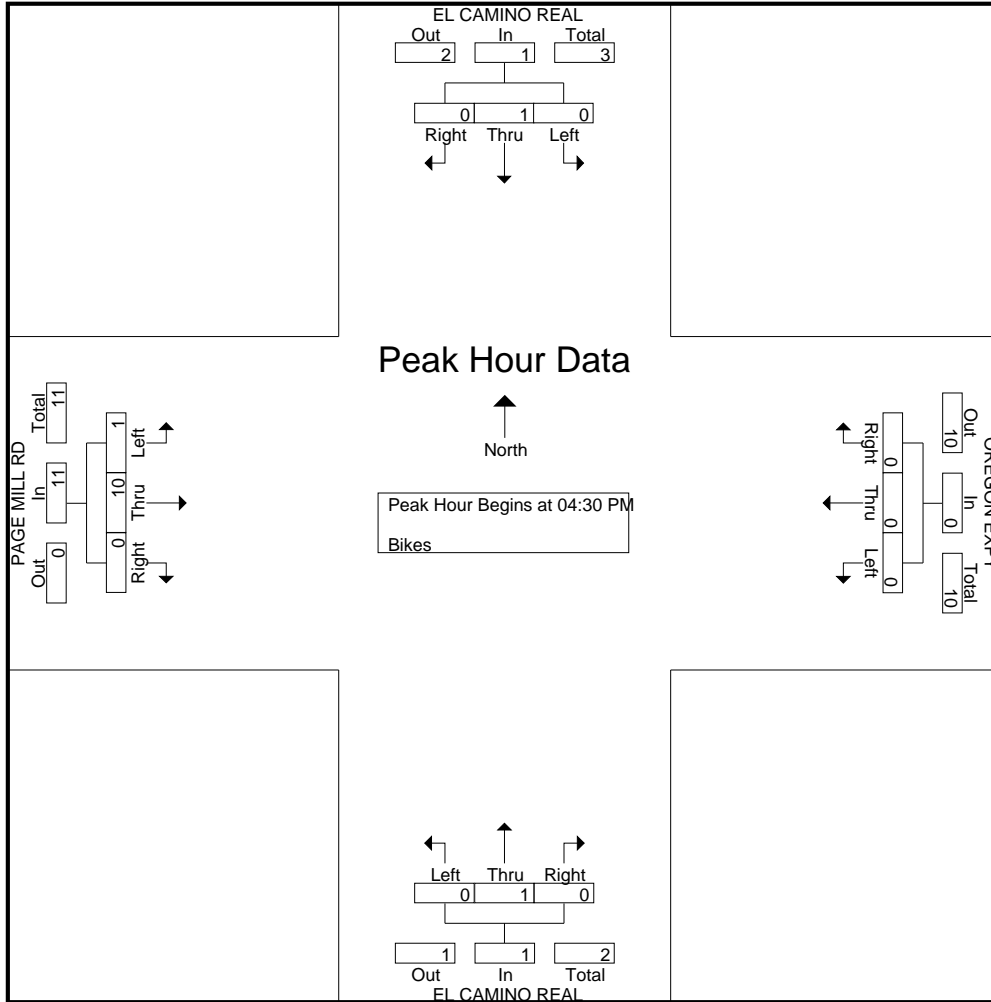
San Jose, CA  
(408) 622-4787  
*tdsbay@cs.com*

File Name : 14PM FINAL

Site Code : 00000014

Start Date : 9/27/2016

Page No : 2



## **APPENDIX B: TRIP GENERATION SURVEYS**

May 11, 2010

City of Sandy  
 Attention: Tracy Brown  
 39250 Pioneer Boulevard  
 Sandy, Oregon 97055

Re: **Sandy Police Facility**  
*Traffic Analysis Letter*  
 Project Number 2090113.00

Dear Mr. Brown:

Group Mackenzie has prepared this traffic analysis letter addressing Development Code Section 17.100 (Land Division) requirements relating to the proposed Sandy Police Facility along US 26 in Sandy, Oregon.

**PROPOSED DEVELOPMENT**

The proposed Sandy Police facility consists of a new 9,450 square foot building located on the now defunct Ford Dealership site bordering the north side of US 26 and the south side of Pleasant Street, just east of SE Ten Eyck Road. The site consists of three existing tax lots totaling approximately 0.55 acres. A site plan is provided in Appendix A of this letter. As shown on the site plan figure, the proposed development will have two full-access driveways to Pleasant Street. The western driveway will provide access to six parking spaces designated for public use, and the eastern driveway will provide access to 17 parking spaces designated for police vehicles within a secured parking lot. No direct access is proposed to US 26; therefore, the existing US 26 access will be removed.

**TRIP GENERATION**

Typically, the Institute of Transportation Engineers (ITE) *Trip Generation* manual is used as a resource to estimate site trip generation for land uses. However, in this case, the ITE manual contains no suitable land use category matching the unique police station trip-generating characteristics. Instead, development trip generation was based on trip generation studies prepared for comparable police station sites in the Portland metropolitan area.

Table 1 presents estimated Sandy Police station trip generation for the average weekday, weekday AM peak hour, and weekday PM peak hour. The section following this table explains assumptions and resources used to support these estimates.

TABLE 1 – SITE TRIP GENERATION				
Proposed Land Use	Size	ADT	AM Peak Hour	PM Peak Hour
Police Station	9,450 SF	281	14	18

RiverEast Center | PO Box 14310 | Portland, OR 97293  
 1515 SE Water Ave, Suite 100 | Portland, OR 97214  
 Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

**Group Mackenzie, Incorporated**

- Architecture
- Interiors
- Structural Engineering
- Civil Engineering
- Land Use Planning
- Transportation Planning
- Landscape Architecture

**Locations:**

- Portland, Oregon
- Seattle, Washington
- Vancouver, Washington

City of Sandy  
Sandy Police Station  
Project Number 2090113.00  
May 11, 2010  
Page 2

### ***Trip Generation Assumptions***

The weekday PM peak hour site trip generation is based on a Portland State University (PSU) study of four existing police stations in the Portland metropolitan area. The PSU study is attached to this letter as Appendix B for reference. This study is considered a suitable resource given the sample size of four sites, the compatible range of building sizes (1,200 SF to 13,375 SF), and the fact that the surveyed stations are stand-alone facilities. The trip generation equation documented in this study was used to estimate trip generation for the proposed Sandy Police facility.

The average weekday and AM peak hour trip generation estimates are based on survey results conducted at the Central Police Precinct of Vancouver, Washington, which are attached for reference in Appendix C. As identified in the survey, the ratio of vehicle trips occurring during the average weekday relative to the PM peak hour is 15.6 (312 trips/20 trips), and the ratio between the trips occurring between the AM and PM peak hours is 0.775 (15.5 trips/20 trips). These ratios were applied to the PM peak hour vehicle trips summarized in Table 1 for the Sandy Police facility to estimate trips for the average weekday and the weekday AM peak hour.

### **TRIP DISTRIBUTION**

Given the site location on the eastern city fringe, most site trips will have an origin or destination to US 26 west on the one-way couplet system through downtown. A nominal amount of site traffic is expected to utilize SE Ten Eyck Road to the north, Wolf Drive to the south, and US 26 to the east.

### **VEHICLE ACCESS**

As shown in the attached site plan figure, two driveways will access Pleasant Street, with public traffic using the western driveway and police traffic using the eastern driveway. No direct access is proposed to US 26.

### **DRIVEWAY WIDTHS**

Per the site plan figure, the Pleasant Street driveways will be 25 feet in width and designed according to City of Sandy Standard Detail 208A.

### **DRIVEWAY SPACING**

The Pleasant Street driveways will be 145 feet apart (measured centerline-to-centerline). The west site access driveway will be approximately 60 feet from another property driveway to the west, with the east site access driveway approximately 110 feet from another property driveway to the east. There are no driveways on the north side of Pleasant Street across from the site frontage, except for a driveway to a developed property approximately 70 feet east of the eastern site access driveway, and in line with the eastern site property line.

City of Sandy  
Sandy Police Station  
Project Number 2090113.00  
May 11, 2010  
Page 3

The City's Transportation System Plan (TSP) classifies Pleasant Street as a Local street with no access spacing standards. Given no standards apply, the number and location of proposed site access driveways are adequate and in compliance with City standards.

### DRIVEWAY SIGHT DISTANCE

Based on a review of the City's existing street map, aerial photos, and a windshield survey, there are no horizontal or vertical curves that limit driveway sight distance along Pleasant Street. Drivers exiting both site access driveways will be able to see along the entire length of Pleasant Street, from where it begins at SE Ten Eyck Road (approximately 190 feet west of the western site access driveway) to where it terminates as a dead-end (approximately 270 feet east of the eastern site access driveway). Because drivers can see along the entire length of road, adequate sight distance exists.

### DRIVER SAFETY


Based on limited site trip generation, the separation of public trips and police trips via two separate site access driveways, and the review for conformance with the City's driveway width, spacing, and sight distance standards, the proposed development is not anticipated to adversely impact the safety or operating conditions of the surrounding street network.

### COMPLIANCE WITH TRANSPORTATION SYSTEM PLAN

The proposed site development is in compliance with the applicable standards specified in the City's Transportation System Plan and Development Code. The proposed Pleasant Street driveways and the proposed Pleasant Street and US 26 frontage improvements are consistent with the respective roadway functional classifications, applicable street design sections, access management policies, and sight distance standards.

If you have any questions or need further information, please contact me at 503-224-9560.

Sincerely,



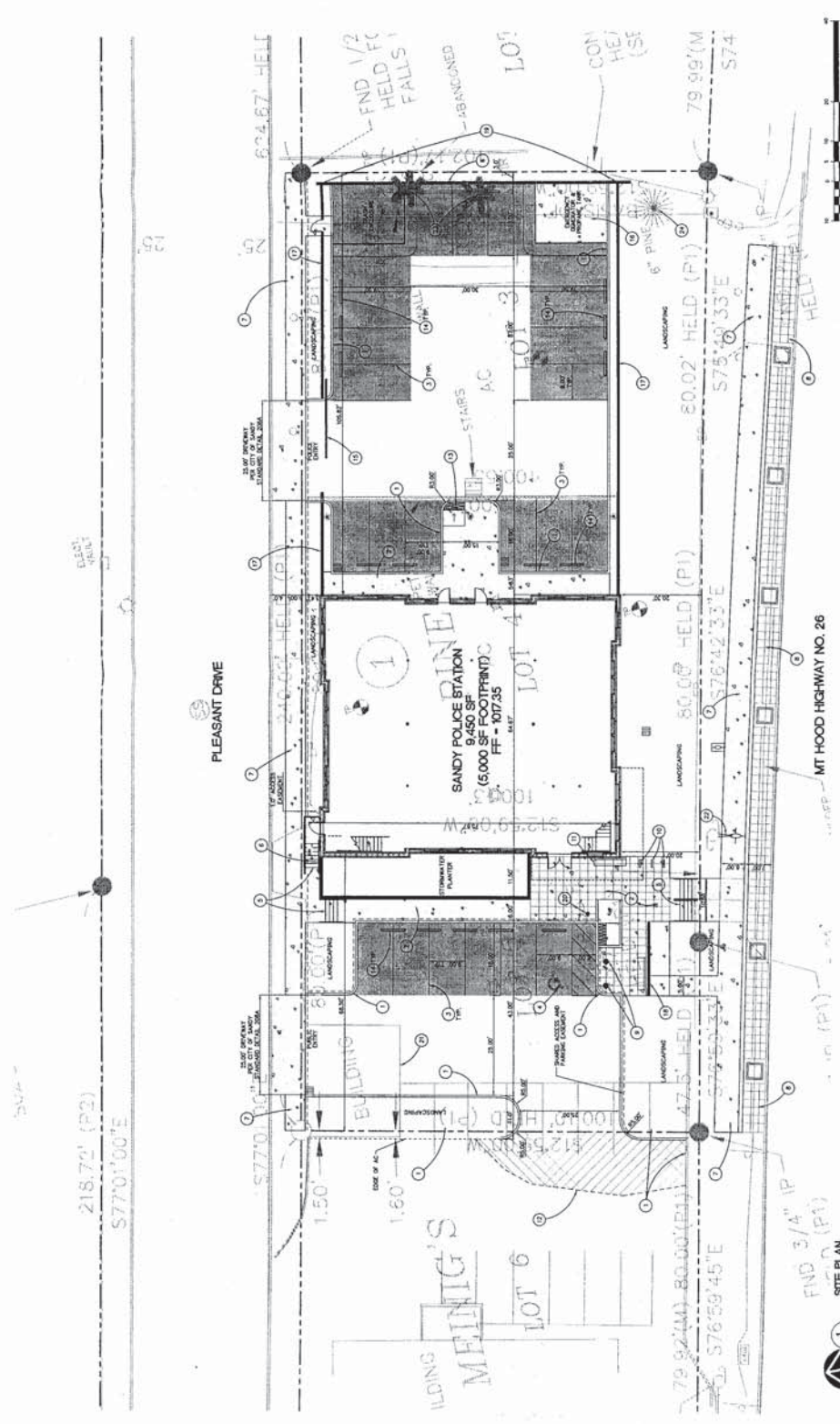
Brian J. Dunn, P.E.  
Traffic Engineer



Enclosures: Appendix A – Site Plan (Figure C2.1)  
Appendix B – PSU Police Station Trip Generation Study  
Appendix C – Trip Surveys for Vancouver Central Police Precinct

EXPIRES: 12-31-2011

APPENDIX A  
**Site Plan**



**GENERAL NOTES**

- ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY AND THE MT. HOOD FOREST SERVICE.

**KEYNOTES**

- VERTICAL CURVE FOR DETAIL 1/2(S)
- CONCRETE SIDEWALK FOR DETAIL 1/2(S)
- 6" WIDE PARKING STRIP
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- RETAINING WALL FOR DETAIL 1/2(S)
- REINFORCED CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP
- PAVED SAND FOR LANDSCAPE STRIP

**SITE LEGEND**

- PROPERTY LINE
- 8" VERTICAL DRIVE
- 6" CHAIN BARR
- 2" WIDE PARKING STRIP FOR DETAIL 1/2(S)
- 4" WIDE PARKING STRIP FOR DETAIL 1/2(S)
- 6" WIDE PARKING STRIP FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)

**PAVEMENT LEGEND** FOR DETAIL 1/2(S) AND 1/2(S)

- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)
- CONCRETE DRIVE AISLE FOR DETAIL 1/2(S)

**NOTE:** ALL CURB RISES ARE 1:2 UNLESS OTHERWISE NOTED.

**SITE DATA**

EXISTING SITE AREA: 34,000 SF (8.05 AC)  
 PROPOSED BUILDING AREA: 9,450 SF (2.15 AC)  
 TOTAL SITE AREA: 24,550 SF (5.60 AC)  
 PROPOSED PARKING AREA: 1,500 SF (0.34 AC)  
 TOTAL PROPOSED AREA: 11,000 SF (2.50 AC)  
 TOTAL UNPROPOSED AREA: 13,550 SF (3.10 AC)

**PARKING DATA**

TOTAL STALLS: 9  
 TOTAL STALLS: 1  
 TOTAL: 10  
 TOTAL: 3

**SCALE:** 1" = 40'

**DATE:** 5/10/2010



G R O U P

**MACKENZIE**

January 31, 2005

City of Vancouver  
Attention: Ahmad Qayoumi  
PO Box 1995  
210 East 13th Street  
Vancouver, WA 98668

Re: **Vancouver East Precinct**  
*Updated Trip Generation*  
Project Number 2040384

Dear Mr. Qayoumi:

As was previously agreed, surveys were conducted at the existing Central Police Precinct and construction services office to best determine the future trip generation at the proposed location at Mill Plain and SE 155<sup>th</sup> Avenue. The Central Police Precinct was surveyed instead of the East Police Precinct because it is similar in building size and employees, and is able to be surveyed more accurately. The purpose of this letter is to provide you with the surveyed findings, proposed trip generation and proposed study area.

### SURVEYS

Road tubes were placed at the Central Police Precinct driveway on Stapleton to collect three full days of data. Manual counts were also conducted at the driveway on one day of the week during the AM and PM peak hours of the roadways to corroborate the tube data. The Central Precinct is 7,800 SF and has 8 employees working 8:00 a.m. to 5:00 p.m. The East Precinct is also 7,600 SF and has 7 employees working 8:00 a.m. to 5:00 p.m. Both precincts have similar officer shift schedules.

The driveway does not have a clearly defined throat area, making it difficult to obtain accurate data. The first week of data was collected with an inappropriate layout, and thus was not useable. The second week of data was collected with the correct tube layout, but due to the parking lot layout there appeared to be many cars crossing the tubes at an angle. The manual count during this week was approximately 49% of the tube count. This percentage was applied to the daily volumes of the tube count to get an adjusted daily trip volume. Peak hour trips as presented below were an average of the two manual counts. The table below presents the average trips and trip rates from this site.

Surveyed Central Police Precinct			
	Daily	AM Peak	PM Peak
Number of Trips	312	15.5	20
Percentage Enter/Exit	50% / 50%	53% / 47%	47% / 53%

0690 SW Bancroft St | PO: Box 69039 | Portland, OR 97239-0039

Tel: 503.224.9569 Web: www.gripmack.com Fax: 503.228.1285

Group  
Mackenzie  
Incorporated  
Architecture  
Interiors  
Land Use Planning

Group  
Mackenzie  
Engineering  
Incorporated

Civil/Structural  
Engineering

Transportation  
Planning

**Locations:**

Portland, Oregon

Tacoma, Washington

Vancouver, Washington

H:\PROJECTS\204038400\WP\050131-L1.doc

A manual trip survey was also conducted at the existing Construction Services office over a three-day period. A log at the front desk tracked all visitors, delivery and administrative staff, while the Construction Services employees kept individual logs of their departure and arrival times. The site currently has 24 employees. The table below presents the average trips and trip rates from the existing Construction Services site.

Surveyed Construction Services			
	Daily	AM Peak	PM Peak
Number of Trips	116	15	17
Percentage Enter/Exit	50% / 50%	93% / 7%	24% / 76%

#### PROPOSED SITE

The proposed East Precinct site will be 26,736 SF. Initially, Construction Services will occupy 9,200 SF of the new building and the existing East Police Precinct will occupy the remainder of the building. The increase in building space for the East Precinct is due to several new areas including an exercise room and training room, and some expanded areas including holding cells and evidence collection. These increased areas are designed for use by the current staff and will not generate new trips. In the future, the police precinct may expand in to the Construction Services space; however, the few additional police employees that would be expected are not anticipated to generate more trips than Construction Services. Therefore, the trip generation for analysis is proposed to include the two surveyed sites.

Proposed Trip Generation				
Scenario	Land Use	Daily	AM Peak	PM Peak
Combined Use	Police Precinct	312	16	20
	Construction Services	116	15	17
	Total	428	31	37

#### PROPOSED STUDY AREA

Intersection level of services analysis will be provided at the following intersections impacted by 10 or more AM trips:


- SE Mill Plain and SE 164<sup>th</sup> Avenue
- SE Mill Plain and SE 155<sup>th</sup> Avenue
- SE Mill Plain and Hearthwood Boulevard
- SE Mill Plain and SE 148<sup>th</sup> Avenue
- SE Mill Plain and SE 136<sup>th</sup> Avenue
- SE Mill Plain and SE 131<sup>st</sup> Avenue/Park Plaza Dr
- SE Mill Plain and SE 126<sup>th</sup> Avenue
- SE Mill Plain and SE 123<sup>rd</sup> Avenue
- SE Mill Plain and SE 120<sup>th</sup> Avenue

City of Vancouver  
Vancouver East Precinct  
Project Number 2040384  
January 31, 2005  
Page 3

- SE Mill Plain and SE 117<sup>th</sup> Avenue
- SE Mill Plain and Chkalov/NE 112<sup>th</sup> Ave

Please confirm your acceptance of these assumptions for use in the traffic analysis for the Vancouver Police East Precinct project. If you have any questions, or need further information, please contact me at 503-224-9560.

Sincerely,

*for*   
Brent Ahrend, P.E.  
Traffic Engineer

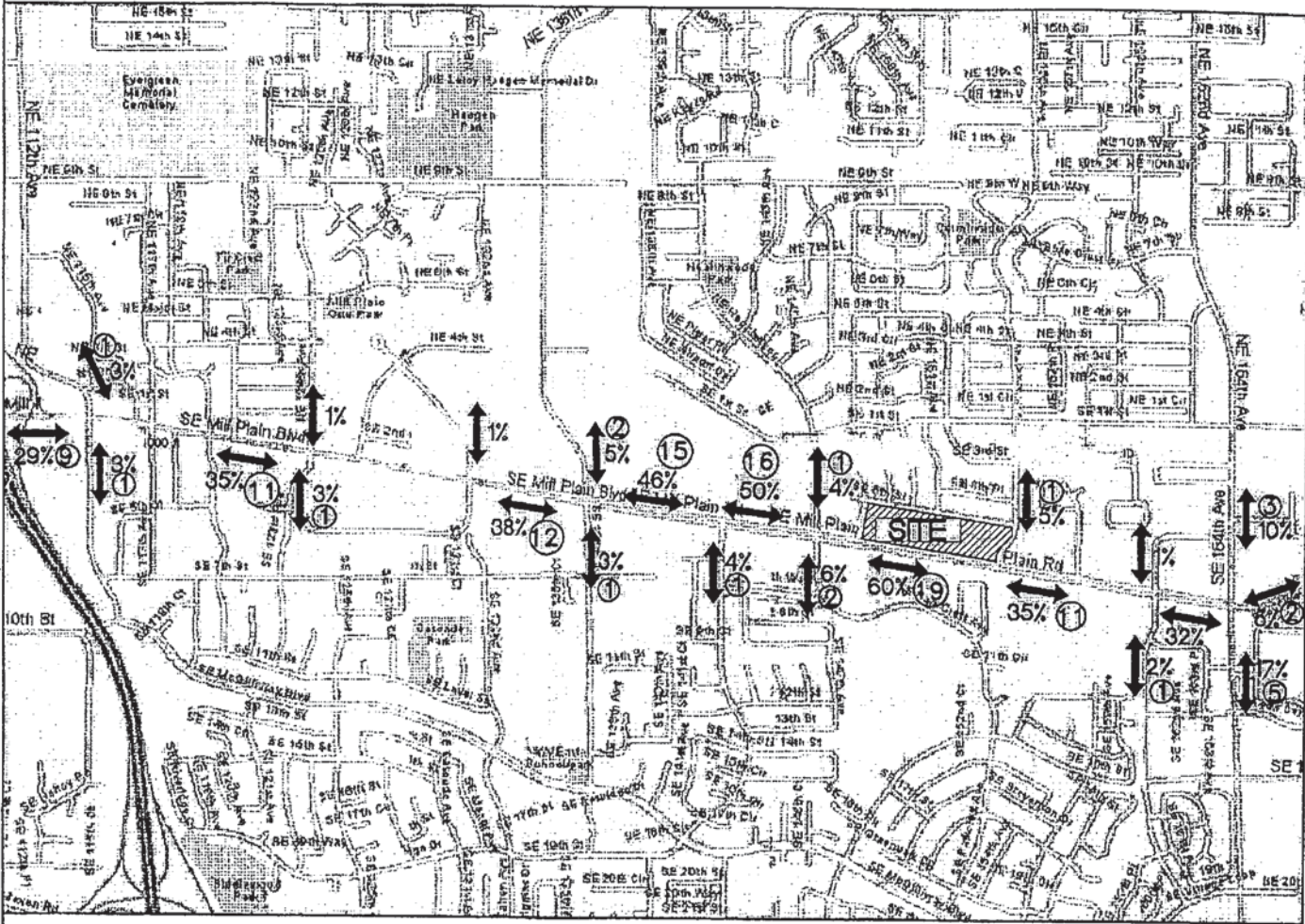
BTA/mpd

Enclosures: Trip Distribution and Assignment Figure

c: Jeff Humphreys, Brent Sanborn – Group Mackenzie



NOT TO SCALE



LEGEND	
29%	= TRIP DISTRIBUTION PERCENTAGE
④	= AM PEAK HOUR SITE TRIPS

AM PEAK HOUR TRIPS = 31

GROUP

**MACKENZIE**

Portland OR Vancouver WA Tacoma WA Seattle WA  
503.224.0560 360.695.7879 253.471.0561 206.749.8893

DATE: 1.30.05

DRAWN BY: EB

CHECKED BY:

JOB NO:  
2040384.00

TRIP DISTRIBUTION  
AND ASSIGNMENT

EAST PRECINCT POLICE STATION  
VANCOUVER, WA

FIGURE

1

© GROUP MACKENZIE 2004 ALL RIGHTS RESERVED  
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE  
USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

Trip Generation Survey from 2007 Palo Alto Public Safety Building DEIR

Department and emergency dispatch operations from the City's downtown City Center complex to the project site would not be expected to impede the development or function of planned pedestrian or bicycle facilities.

(2) The project site vicinity is reasonably well served by transit: a multi-modal transit station is located on Park Boulevard at California Avenue and is served by Caltrain and all regional bus routes including Santa Clara County (VTA) lines, Sam Trans, Dumbarton Bridge services, and Stanford Marguerite. Relocation of the City's Police Department and emergency dispatch operations from the City's downtown City Center complex to the project site would reduce the level of transit accessibility for the project employees, but would not impede the operation of local transit system facilities as a result of congestion.

### **11.3.2 Proposed Project**

(a) Option A. Under project Option A, the proposed new approximately 50,000-square-foot PSB facility would replace an existing, occupied 3,000-square-foot office building now on the project site. The Option A design includes a total of 161 on-site parking spaces, including 52 in the secured City vehicle underground parking area ("patrol parking"), 99 in the staff parking area, and 10 spaces at grade along the Sheridan Avenue frontage (90-degree spaces). On-street parallel parking would remain available along the project's Page Mill Road frontage.

(b) Option B. Under the project Option B design, the existing occupied 3,000-square-foot office building on the smaller 0.30-acre triangular-shaped parcel would remain. Only the larger 1.21-acre L-shaped parcel would be utilized to accommodate the new PSB facility. The Option B design includes on-site (offstreet) parking provisions for 161 vehicles, including 151 above-grade parking level spaces for secure patrol vehicle parking (52 spaces) and staff, volunteer and visitor parking (99 spaces), plus 12 90-degree spaces along the Sheridan Avenue frontage for visitor use.

### **11.3.3 Project Roadway System Impacts**

(a) Project Trip Generation. Currently, the Police Department operations are located primarily within the City Center complex at 275 Forest Avenue, with patrol cars entering and existing the complex on a regular basis. The new PSB project would involve relocating City Police Department and emergency dispatch operations to the new Park Boulevard location, with patrol cars entering and exiting the relocated facility at a similar rate. In addition, as administrative center for the Police Department, the general public would be visiting the building for administrative and community business.

With the exception of administrative staff, many of the project employee trips would take place outside of the normal peak commute hour, because the work shifts for police and emergency dispatch workers do not correspond to the typical 9 AM to 5 PM business period. In addition, not all department members would be working at one time; a maximum of two-thirds of the police force is estimated to be working at one time. Therefore, the net increase in peak hour employee trips generated by the new PSB employees would be substantially less than for a more typical administrative use of a building of the proposed PSB size.

*Peak Commute Period Trip Generation.* Project trip generation projections were developed using detailed data supplied by the Palo Alto Police Department reflecting current and anticipated arrival/departure times for all employees, visitors, volunteers and deliveries for

each hour of the day. City vehicle (i.e. patrol car, etc.) arrival/departure patterns were also provided on an hourly basis. Data was supplied for existing police services operations as well as for the increment of additional traffic that would be expected with the maximum planned expansion of police department employees. These detailed projections are tabulated in Appendix 16.3 of this EIR (Supplemental Traffic Information). Table 11.8 presents a summary of in and outbound traffic (after expansion) for the peak traffic hours during the morning and evening commute periods (7:00-8:00 AM, 8:00-9:00 AM, 4:00-5:00 PM, 5:00-6:00 PM). It should be noted that the police patrol shift schedule option producing the highest number of inbound and outbound vehicles during the commute peak traffic periods was used for evaluation purposes.

As shown in Table 11.8, the maximum peak project traffic generation during the weekday morning commute period would be expected to occur from 7:00-8:00 AM, with 39 (35+4) inbound and 28 (25+3) outbound vehicles. During the weekday evening commute period, the project's peak traffic generation would be expected to occur from 5:00-6:00 PM, with 28 (24+4) inbound and 33 outbound vehicles. In order to provide a conservative worst case analysis and with the approval of City staff, all project trip generation projections have been increased by a 20 percent factor to make sure that any changes in work shifts that may be required in the future and associated additional trip generation during the peak commute periods are accounted for in this EIR analysis. With a 20 percent safety factor added, the proposed project would generate 47 inbound and 34 outbound trips during the AM commute peak hour, with 34 inbound and 40 outbound trips during the PM commute peak traffic hour.

*Community Room.* The proposed project will contain a community room, which will be available to the citizens of Palo Alto for meetings and events as well as to the police and other City departments for meetings and training presentations. For EIR purposes, and based on the proposed room size (approximately 2,125 square feet), it is assumed that the maximum community room event attendee trip generation total would be limited to 50 vehicles, and would occur only during evenings when sufficient on-site parking would be available. For "worst case" EIR purposes, the evaluation also assumes arrival of the 50 vehicles for an evening meeting during the peak PM commute hour.

*Net Change.* For project Option A, the 3,000-square-foot office building now in use on the project site would be removed. As shown in Table 11.9, the existing office building is projected to be generating 4 inbound and 1 outbound vehicles during the AM commute peak hour, with 1 inbound and 4 outbound vehicles during the PM commute peak hour.<sup>1</sup> Removal of these trips would represent less than a 10 percent reduction in the total AM and PM inbound and outbound peak hour trips generated by the PSB, and therefore would have a minimal effect on overall project traffic impacts.

It should also be noted, for both Options A and B, that some police-related traffic is already occurring on the local surface street system evaluated in this study (patrol cars, some employee home to work/work to home trips, etc.). In order to provide an additional level of conservative analysis, no adjustments were made in the new PSB building trip generation or distribution projections to reflect reassignment of these existing trips. Instead, there is an intentional double counting of some police-related vehicular trips from the PSB project in the EIR "with project" intersection traffic volume and LOS computations.

---

<sup>1</sup>Office trip rates were obtained from the traffic engineering profession's standard source of trip rate data, *Trip Generation-7th Edition*, by the Institute of Transportation Engineers, 2003.

Table 11.8  
**PSB TRIP GENERATION SUMMARY**

Description	AM Peak Hour Trips				PM Peak Hour Trips			
	7:00-8:00 AM		8:00-9:00 AM		4:00-5:00 PM		5:00-6:00 PM	
	In	Out	In	Out	In	Out	In	Out
<b>Personal Vehicles:</b>								
Patrol	2	6	2			5	6	3
Traffic & Parking	9 (+3)		1 (+2)					10
ISD & Crime Prevention	11		6 (+2)			11		6
TSD & Records	5		3			1		5
Communications & EOC	1 (+1)	1	1	1		1	1	1
Admin & P&T	2		1			3		3
Public Visits			5	5	2	2		
Volunteers			1			1		
Deliveries			2	2				
<b>Subtotal Personal Vehicles</b>	<b>30 (+4)</b>	<b>7</b>	<b>22 (+4)</b>	<b>8</b>	<b>2</b>	<b>24</b>	<b>7</b>	<b>28</b>
<b>City Vehicles:</b>								
Patrol	4	13	3	6	1	4	10	5
Traffic & Parking	1	5 (+3)	1	0 (+2)	9 (+3)	4	0 (+2)	
ISD & Crime Prevention				5	5		7 (+2)	
<b>Subtotal City Vehicles</b>	<b>5</b>	<b>18 (+3)</b>	<b>4</b>	<b>11 (+2)</b>	<b>15 (+3)</b>	<b>8</b>	<b>17 (+4)</b>	<b>5</b>
<b>PSB Total</b>	<b>35 (+4)</b>	<b>25 (+3)</b>	<b>26 (+4)</b>	<b>19 (+2)</b>	<b>17 (+3)</b>	<b>32</b>	<b>24 (+4)</b>	<b>33</b>
<b>PSB Total + Growth + 20%</b>	<b>47</b>	<b>34</b>	<b>36</b>	<b>26</b>	<b>24</b>	<b>39</b>	<b>34</b>	<b>40</b>
<b>Safety Factor</b>								
Community Room	0	0	0	0	0	0	50	

SOURCE: Palo Alto Police Department and Crane Transportation Group, April 2007

(XX) = Growth increment

Table 11.9  
**EXISTING TRIP GENERATION: OFFICE BUILDING NOW ON PSB PROJECT SITE**

Use	Size	Daily		AM Peak Hour Trips				PM Peak Hour Trips			
		2-Way Trips		Inbound		Outbound		Inbound		Outbound	
		Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
Office	3,000 sq. ft.	11.01	34	1.36	4	.19	1	.25	1	1.24	4

SOURCE: Trip Generation, 7th Edition, by the Institute of Transportation Engineers, 2003.

Compiled by: Crane Transportation Group

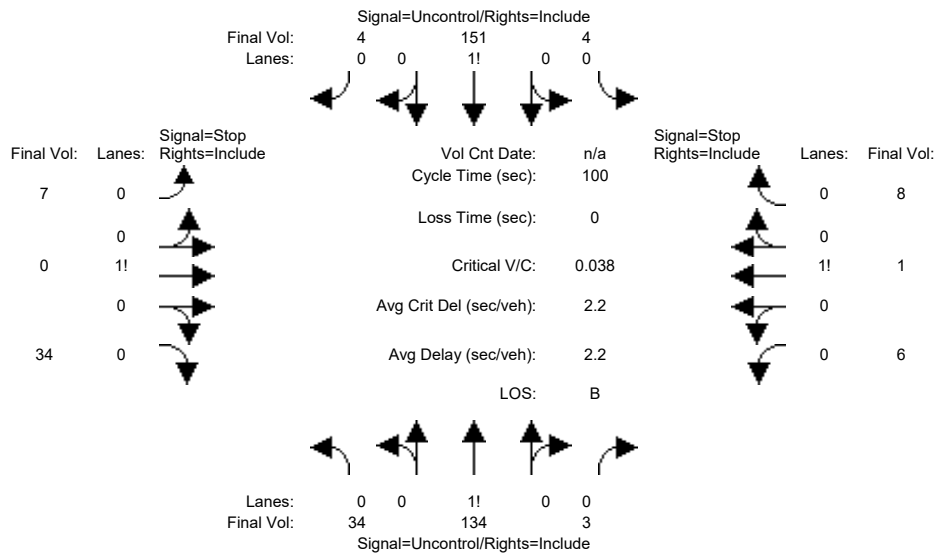


## **APPENDIX C: INTERSECTION TECHNICAL CALCULATIONS**

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	34	134	3	4	151	4	7	0	34	6	1	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:	34	134	3	4	151	4	7	0	34	6	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	134	3	4	151	4	7	0	34	6	1	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:	34	134	3	4	151	4	7	0	34	6	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	134	3	4	151	4	7	0	34	6	1	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	155	xxxx	xxxxxx	137	xxxx	xxxxxx	369	366	153	382	367	136
Potent Cap.:	1438	xxxx	xxxxxx	1459	xxxx	xxxxxx	591	566	898	580	565	919
Move Cap.:	1438	xxxx	xxxxxx	1459	xxxx	xxxxxx	573	551	898	547	550	919
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.04	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	819	xxxxxx	xxxx	698	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.6	xxxxxx	xxxxxx	10.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx				9.6			10.3	
ApproachLOS:	*			*				A			B	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #1 Park Blvd & Sherman Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	34 134 3	4 151 4	7 0 34	6 1 8
ApproachDel:	xxxxxxx	xxxxxxx	9.6	10.3

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=41]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=386]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=15]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=386]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	34 134 3	4 151 4	7 0 34	6 1 8

Major Street Volume: 330  
 Minor Approach Volume: 41  
 Minor Approach Volume Threshold: 515

SIGNAL WARRANT DISCLAIMER

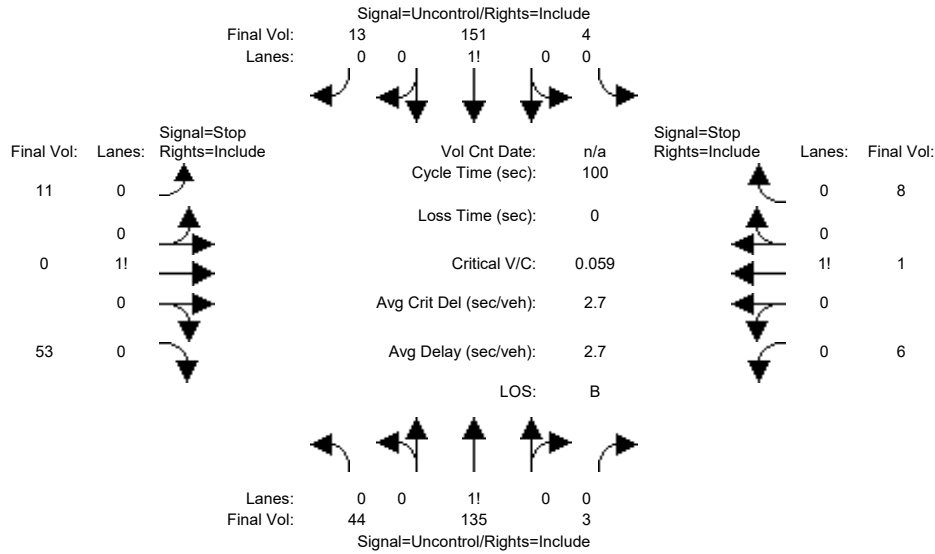
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project AM

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	34	134	3	4	151	4	7	0	34	6	1	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:	34	134	3	4	151	4	7	0	34	6	1	8
Added Vol:	10	1	0	0	0	9	4	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	135	3	4	151	13	11	0	53	6	1	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:	44	135	3	4	151	13	11	0	53	6	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	135	3	4	151	13	11	0	53	6	1	8

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	164	xxxx	xxxxx	138	xxxx	xxxxx	395	392	158	417	397	137
Potent Cap.:	1427	xxxx	xxxxx	1458	xxxx	xxxxx	569	547	893	550	544	917
Move Cap.:	1427	xxxx	xxxxx	1458	xxxx	xxxxx	548	529	893	504	525	917
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.06	0.01	0.00	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	806	xxxxxx	xxxx	666	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	10.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.9	xxxxxxx	xxxxxxx	10.5	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	A	xxxxxxx	xxxxxxx	B	xxxxxxx	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #1 Park Blvd & Sherman Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	44 135 3	4 151 13	11 0 53	6 1 8
ApproachDel:	xxxxxxx	xxxxxxx	9.9	10.5

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=64]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=429]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=15]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=429]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	44 135 3	4 151 13	11 0 53	6 1 8
Major Street Volume:	350			
Minor Approach Volume:	64			
Minor Approach Volume Threshold:	499			

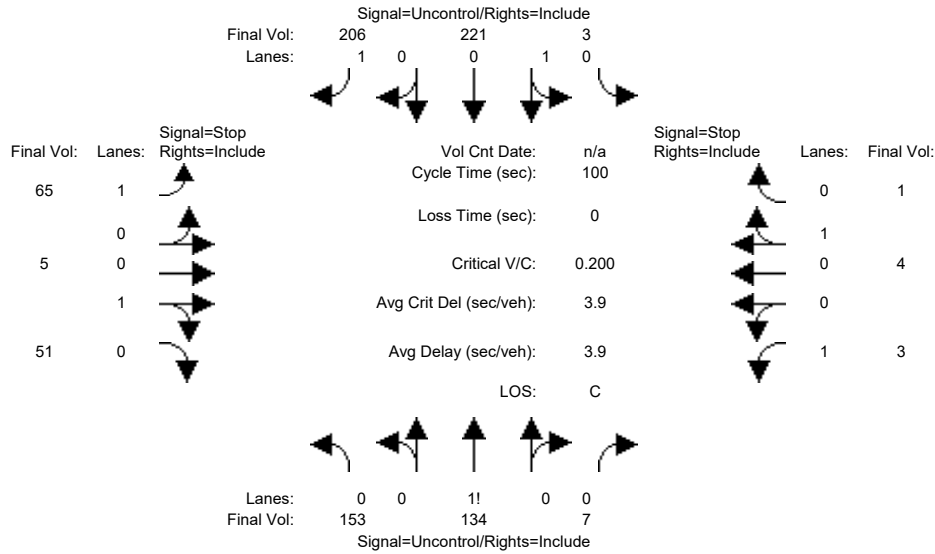
SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #2: Park Blvd & Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	153	134	7	3	221	206	65	5	51	3	4	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:	153	134	7	3	221	206	65	5	51	3	4	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	134	7	3	221	206	65	5	51	3	4	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:	153	134	7	3	221	206	65	5	51	3	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	153	134	7	3	221	206	65	5	51	3	4	1

Critical Gap Module:	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	427	xxxx	xxxxxx	141	xxxx	xxxxxx	673	674	221	802	877	138
Potent Cap.:	1143	xxxx	xxxxxx	1455	xxxx	xxxxxx	372	379	824	305	289	916
Move Cap.:	1143	xxxx	xxxxxx	1455	xxxx	xxxxxx	325	323	824	251	246	916
Volume/Cap:	0.13	xxxx	xxxx	0.00	xxxx	xxxx	0.20	0.02	0.06	0.01	0.02	0.00

Level Of Service Module:	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	0.5	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.7	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	7.5	xxxx	xxxxxx	18.8	xxxx	xxxxxx	19.5	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	723	xxxx	xxxx	289
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.3	xxxxxx	xxxx	0.1
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	10.4	xxxxxx	xxxx	17.7
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx			xxxxxxx			14.9			18.4		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

	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	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 134 7	3 221 206	65 5 51	3 4 1
ApproachDel:	xxxxxxx	xxxxxxx	14.9	18.4

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=121]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=853]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=8]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=853]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	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	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 134 7	3 221 206	65 5 51	3 4 1
Major Street Volume:	724			
Minor Approach Volume:	121			
Minor Approach Volume Threshold:	513			

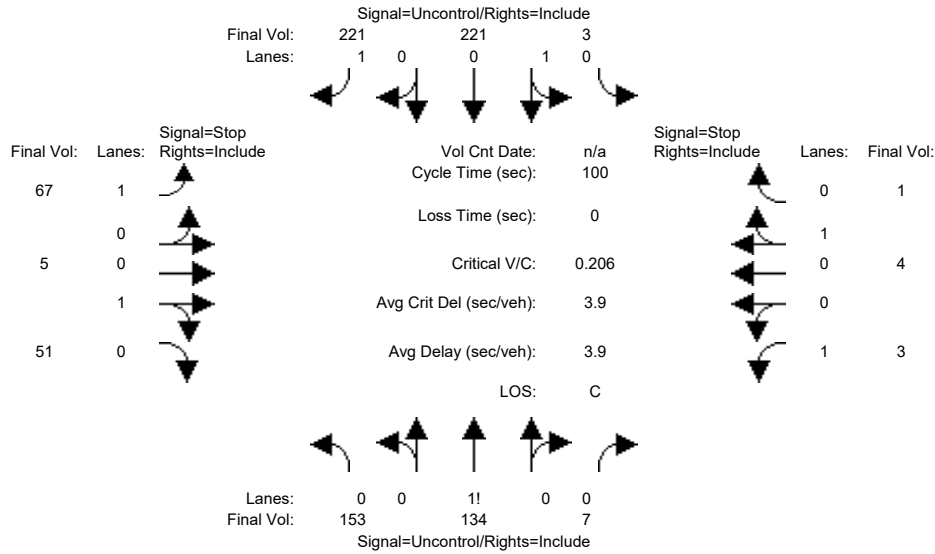
SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project AM

Intersection #2: Park Blvd & Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	153	134	7	3	221	206	65	5	51	3	4	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:	153	134	7	3	221	206	65	5	51	3	4	1
Added Vol:	0	0	0	0	0	15	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	134	7	3	221	221	67	5	51	3	4	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:	153	134	7	3	221	221	67	5	51	3	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	153	134	7	3	221	221	67	5	51	3	4	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	442	xxxx	xxxxx	141	xxxx	xxxxx	673	674	221	809	892	138
Potent Cap.:	1129	xxxx	xxxxx	1455	xxxx	xxxxx	372	379	824	301	284	916
Move Cap.:	1129	xxxx	xxxxx	1455	xxxx	xxxxx	325	322	824	247	241	916
Volume/Cap:	0.14	xxxx	xxxx	0.00	xxxx	xxxx	0.21	0.02	0.06	0.01	0.02	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	0.8	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	7.5	xxxx	xxxxx	19.0	xxxx	xxxxx	19.7	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	723	xxxx	xxxx	283
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxxx	xxxx	10.4	xxxxxx	xxxx	18.0
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx			xxxxxxx			15.1			18.6		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Park Blvd & Page Mill Rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 134 7	3 221 221	67 5 51	3 4 1
ApproachDel:	xxxxxxx	xxxxxxx	15.1	18.6

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=123]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=870]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=870]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 134 7	3 221 221	67 5 51	3 4 1

Major Street Volume: 739

Minor Approach Volume: 123

Minor Approach Volume Threshold: 504

SIGNAL WARRANT DISCLAIMER

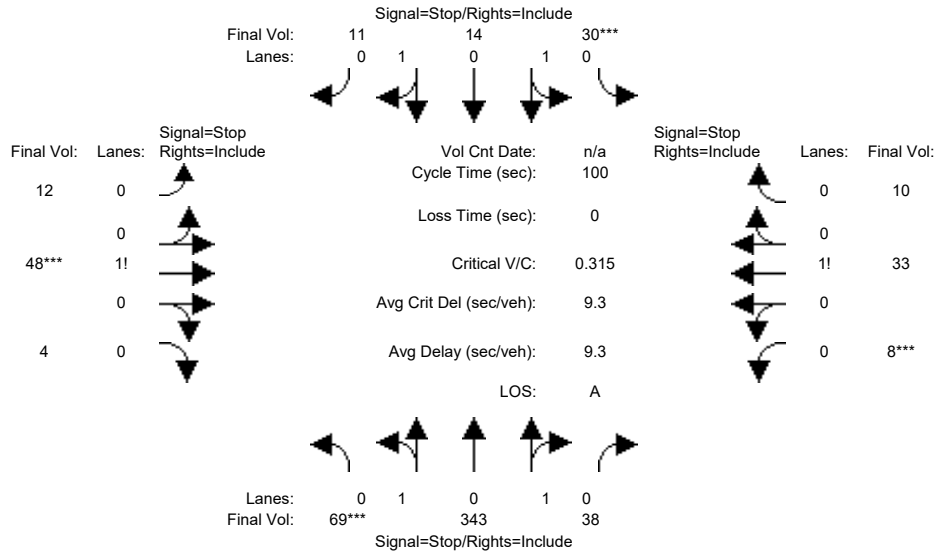
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	69	343	38	30	14	11	12	48	4	8	33	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	343	38	30	14	11	12	48	4	8	33	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	343	38	30	14	11	12	48	4	8	33	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	343	38	30	14	11	12	48	4	8	33	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	343	38	30	14	11	12	48	4	8	33	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	343	38	30	14	11	12	48	4	8	33	10

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	1.52	0.17	1.00	0.60	0.40	0.19	0.75	0.06	0.16	0.65	0.19
Final Sat.:	219	1120	127	615	426	284	126	504	42	107	439	133

Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.30	0.05	0.03	0.04	0.10	0.10	0.10	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	9.9	9.6	9.4	8.7	7.8	7.8	8.5	8.5	8.5	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.6	9.4	8.7	7.8	7.8	8.5	8.5	8.5	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.7			8.3			8.5			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			8.3			8.5			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Birch St & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign											
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	69	343	38	30	14	11	12	48	4	8	33	10									
Major Street Volume:							505														
Minor Approach Volume:							64														
Minor Approach Volume Threshold:	520																				

SIGNAL WARRANT DISCLAIMER

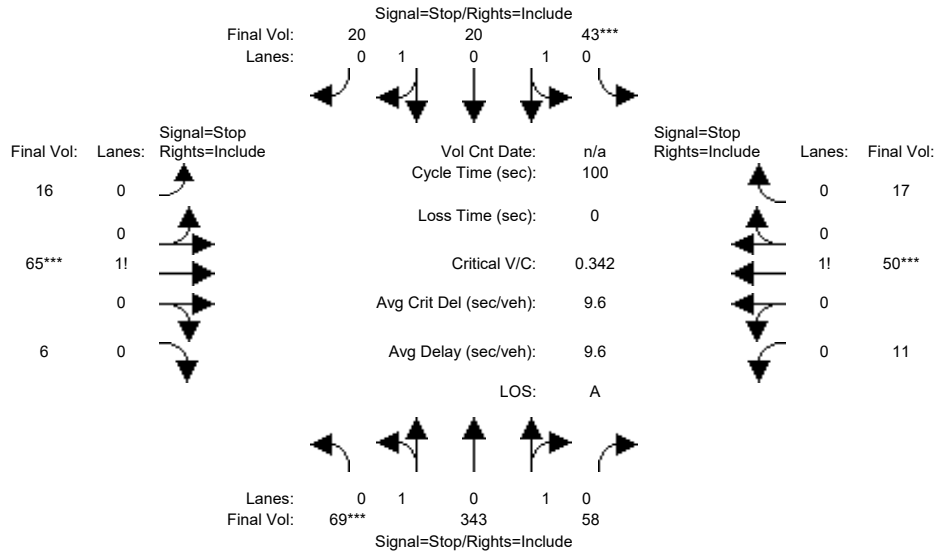
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing+Project AM

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	69	343	38	30	14	11	12	48	4	8	33	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	343	38	30	14	11	12	48	4	8	33	10
Added Vol:	0	0	20	13	6	9	4	17	2	3	17	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	343	58	43	20	20	16	65	6	11	50	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	343	58	43	20	20	16	65	6	11	50	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	343	58	43	20	20	16	65	6	11	50	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:	69	343	58	43	20	20	16	65	6	11	50	17

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.46	0.25	1.00	0.52	0.48	0.18	0.75	0.07	0.14	0.64	0.22
Final Sat.:	202	1037	181	591	355	330	120	486	45	93	422	144

Capacity Analysis Module:												
Vol/Sat:	0.34	0.33	0.32	0.07	0.06	0.06	0.13	0.13	0.13	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	10.4	10.1	9.7	9.0	8.0	8.0	8.9	8.9	8.9	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.1	9.7	9.0	8.0	8.0	8.9	8.9	8.9	8.8	8.8	8.8
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		10.1			8.5			8.9			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			8.5			8.9			8.8	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Birch St & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	T	R		L	T	R		L	T	R	L	T	R						
Control:	Stop Sign				Stop Sign				Stop Sign			Stop Sign								
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	69	343		58		43	20		20		16	65		6		11	50		17	
Major Street Volume:					553															
Minor Approach Volume:					87															
Minor Approach Volume Threshold:	489																			

SIGNAL WARRANT DISCLAIMER

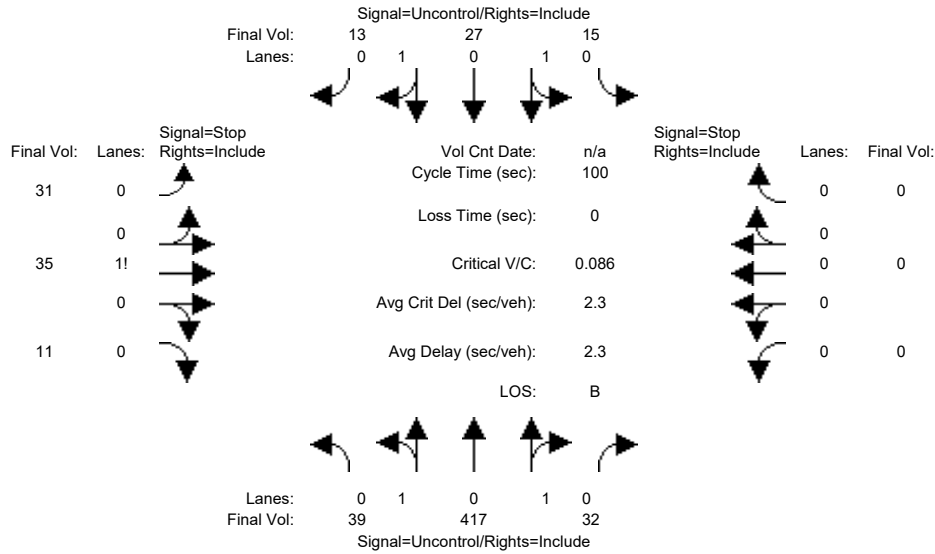
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #4: Birch St & Grant Ave



Street Name:	Birch St						Grant Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	39	417	32	15	27	13	31	35	11	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:	39	417	32	15	27	13	31	35	11	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:	39	417	32	15	27	13	31	35	11	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:	39	417	32	15	27	13	31	35	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	417	32	15	27	13	31	35	11	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	40	xxxx	xxxxxx	449	xxxx	xxxxxx	350	591	20	xxxx	xxxx	xxxxxx
Potent Cap.:	1583	xxxx	xxxxxx	1122	xxxx	xxxxxx	626	423	1060	xxxx	xxxx	xxxxxx
Move Cap.:	1583	xxxx	xxxxxx	1122	xxxx	xxxxxx	608	406	1060	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.09	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	522	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	13.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	13.1	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	39 417 32	15 27 13	31 35 11	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	13.1	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=77]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=620]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	39 417 32	15 27 13	31 35 11	0 0 0 0

Major Street Volume: 543  
Minor Approach Volume: 77  
Minor Approach Volume Threshold: 495

SIGNAL WARRANT DISCLAIMER

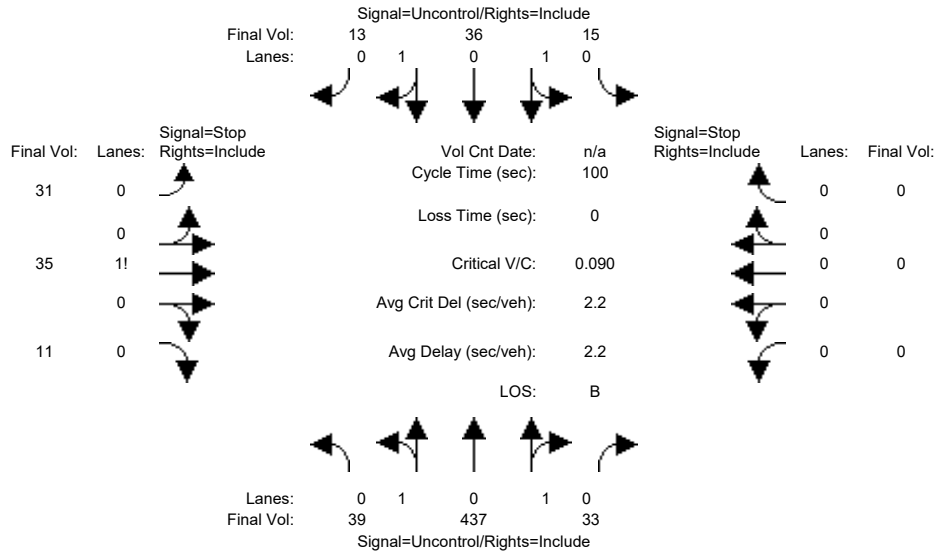
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project AM

Intersection #4: Birch St & Grant Ave



Street Name:	Birch St						Grant Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	39	417	32	15	27	13	31	35	11	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:	39	417	32	15	27	13	31	35	11	0	0	0
Added Vol:	0	20	1	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	437	33	15	36	13	31	35	11	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:	39	437	33	15	36	13	31	35	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	437	33	15	36	13	31	35	11	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	49	xxxx	xxxxxx	470	xxxx	xxxxxx	369	621	25	xxxx	xxxx	xxxxxx
Potent Cap.:	1571	xxxx	xxxxxx	1102	xxxx	xxxxxx	610	406	1053	xxxx	xxxx	xxxxxx
Move Cap.:	1571	xxxx	xxxxxx	1102	xxxx	xxxxxx	591	390	1053	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.09	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	505	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	13.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	13.4	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	39 437 33	15 36 13	31 35 11	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	13.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=77]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=650]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	39 437 33	15 36 13	31 35 11	0 0 0 0

Major Street Volume: 573  
Minor Approach Volume: 77  
Minor Approach Volume Threshold: 477

SIGNAL WARRANT DISCLAIMER

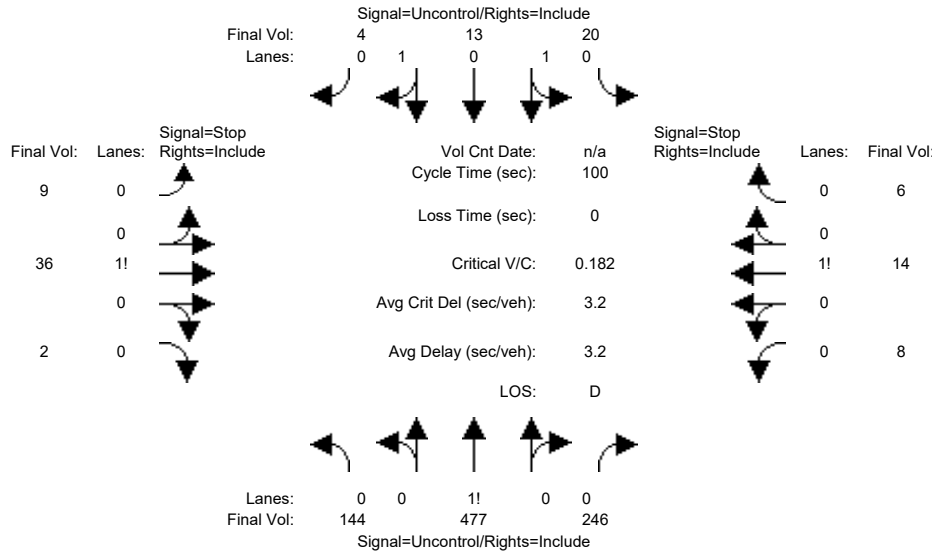
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #5: Birch St & Sheridan Ave



Street Name:	Birch St						Sheridan Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	144	477	246	20	13	4	9	36	2	8	14	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:	144	477	246	20	13	4	9	36	2	8	14	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	477	246	20	13	4	9	36	2	8	14	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	477	246	20	13	4	9	36	2	8	14	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	477	246	20	13	4	9	36	2	8	14	6

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	17	xxxx	xxxxxx	723	xxxx	xxxxxx	953	1066	9	953	945	600
Potent Cap.:	1613	xxxx	xxxxxx	889	xxxx	xxxxxx	241	224	1079	241	264	505
Move Cap.:	1613	xxxx	xxxxxx	889	xxxx	xxxxxx	207	198	1079	189	233	505
Volume/Cap:	0.09	xxxx	xxxx	0.02	xxxx	xxxx	0.04	0.18	0.00	0.04	0.06	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	207	xxxxxx	xxxx	245	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.8	xxxxxx	xxxxxx	0.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	27.5	xxxxxx	xxxxxx	21.6	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxxx	xxxxxxx					27.5			21.6		
ApproachLOS:	*	*					D			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 477 246	20 13 4	9 36 2	8 14 6
ApproachDel:	xxxxxxx	xxxxxxx	27.5	21.6

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=47]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=979]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=28]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=979]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 477 246	20 13 4	9 36 2	8 14 6
Major Street Volume:	904			
Minor Approach Volume:	47			
Minor Approach Volume Threshold:	320			

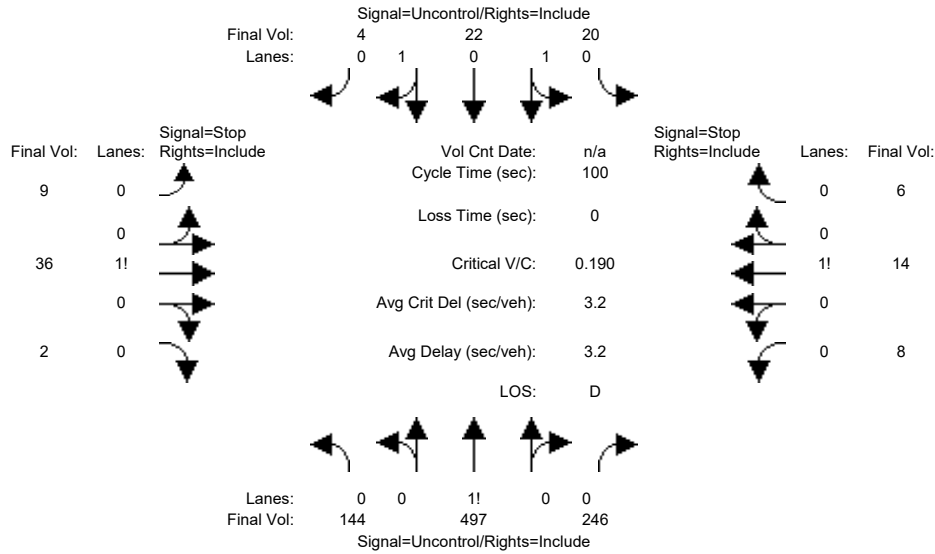
SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project AM

Intersection #5: Birch St & Sheridan Ave



Street Name:	Birch St						Sheridan Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	144	477	246	20	13	4	9	36	2	8	14	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:	144	477	246	20	13	4	9	36	2	8	14	6
Added Vol:	0	20	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	497	246	20	22	4	9	36	2	8	14	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	497	246	20	22	4	9	36	2	8	14	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	497	246	20	22	4	9	36	2	8	14	6

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	26	xxxx	xxxxxx	743	xxxx	xxxxxx	982	1095	13	977	974	620
Potent Cap.:	1601	xxxx	xxxxxx	873	xxxx	xxxxxx	230	215	1073	232	254	492
Move Cap.:	1601	xxxx	xxxxxx	873	xxxx	xxxxxx	197	190	1073	180	224	492
Volume/Cap:	0.09	xxxx	xxxx	0.02	xxxx	xxxx	0.05	0.19	0.00	0.04	0.06	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	198	xxxxxx	xxxx	235	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	0.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	28.7	xxxxxx	xxxxxx	22.4	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxxx	xxxxxxx					28.7			22.4		
ApproachLOS:	*	*	*	*	*	*	D			D		C

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 497 246	20 22 4	9 36 2	8 14 6
ApproachDel:	xxxxxx	xxxxxx	28.7	22.4

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=47]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1008]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=28]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1008]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 497 246	20 22 4	9 36 2	8 14 6

Major Street Volume: 933  
 Minor Approach Volume: 47  
 Minor Approach Volume Threshold: 309

SIGNAL WARRANT DISCLAIMER

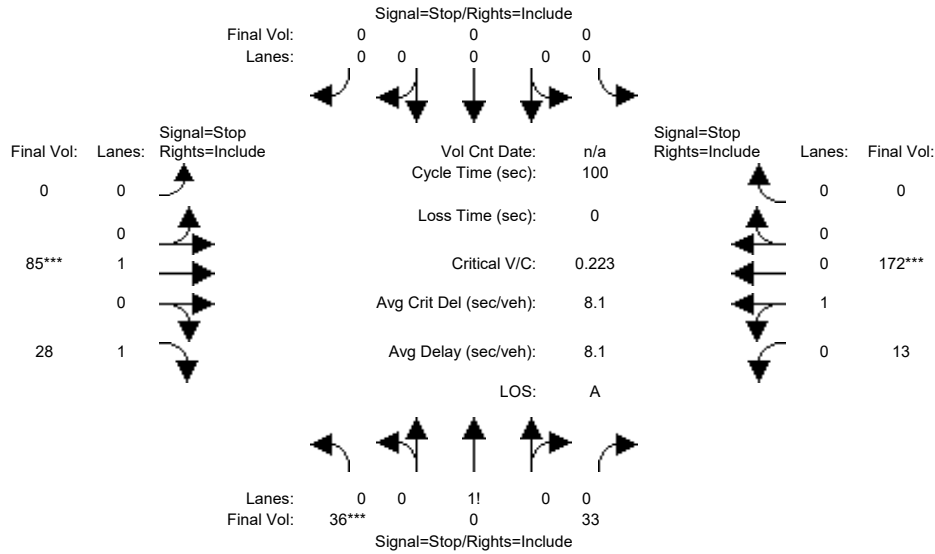
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.00	1.00	0.07	0.93	0.00
Final Sat.:	409	0	375	0	0	0	0	742	867	58	771	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	0.11	0.03	0.22	0.22	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.7	0.0	7.7	0.0	0.0	0.0	0.0	8.1	6.9	8.5	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	0.0	7.7	0.0	0.0	0.0	0.0	8.1	6.9	8.5	8.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.7			xxxxxx				7.8			8.5	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	7.7			xxxxxx				7.8			8.5	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	36	0	33	0	0	0	0	85	28	13	172	0
Major Street Volume:				298								
Minor Approach Volume:				69								
Minor Approach Volume Threshold:				702								

SIGNAL WARRANT DISCLAIMER

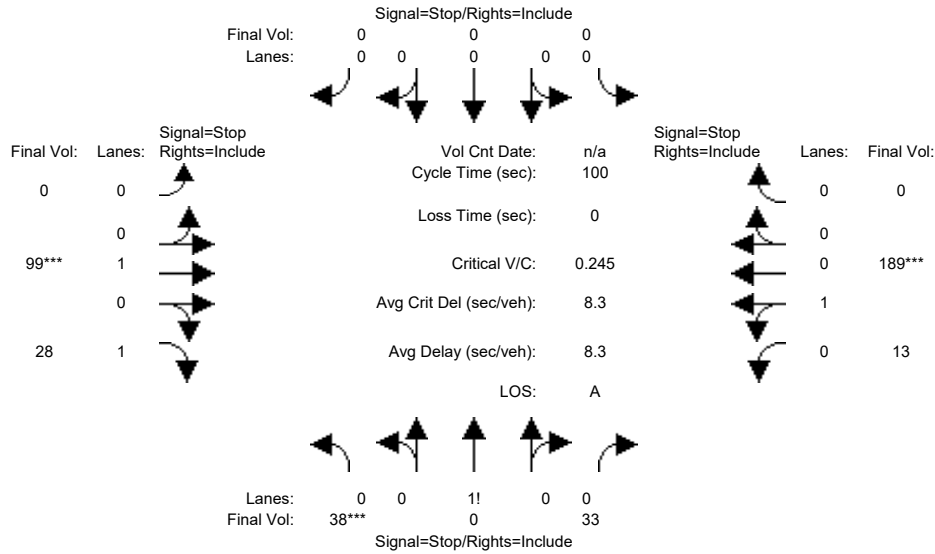
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing+Project AM

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	0
Added Vol:	2	0	0	0	0	0	0	14	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	33	0	0	0	0	99	28	13	189	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:	38	0	33	0	0	0	0	99	28	13	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	33	0	0	0	0	99	28	13	189	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:	38	0	33	0	0	0	0	99	28	13	189	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.00	0.46	0.00	0.00	0.00	0.00	1.00	1.00	0.06	0.94	0.00
Final Sat.:	411	0	357	0	0	0	0	738	863	53	771	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	0.13	0.03	0.25	0.25	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.8	0.0	7.8	0.0	0.0	0.0	0.0	8.2	6.9	8.7	8.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	0.0	7.8	0.0	0.0	0.0	0.0	8.2	6.9	8.7	8.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.8			xxxxxx				7.9			8.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	7.8			xxxxxx				7.9			8.7	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	38	0	33	0	0	0	0	99	28	13	189	0
Major Street Volume:							329					
Minor Approach Volume:							71					
Minor Approach Volume Threshold:	668											

SIGNAL WARRANT DISCLAIMER

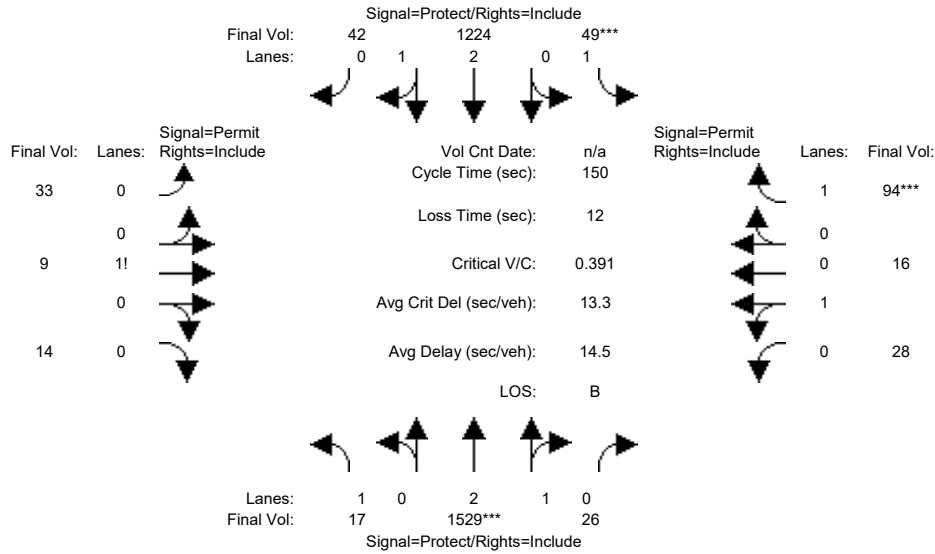
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	17	1529	26	49	1224	42	33	9	14	28	16	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1529	26	49	1224	42	33	9	14	28	16	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1529	26	49	1224	42	33	9	14	28	16	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1529	26	49	1224	42	33	9	14	28	16	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1529	26	49	1224	42	33	9	14	28	16	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	17	1529	26	49	1224	42	33	9	14	28	16	94

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.59	0.16	0.25	0.64	0.36	1.00
Final Sat.:	1750	5506	94	1750	5414	186	1031	281	438	1145	655	1750

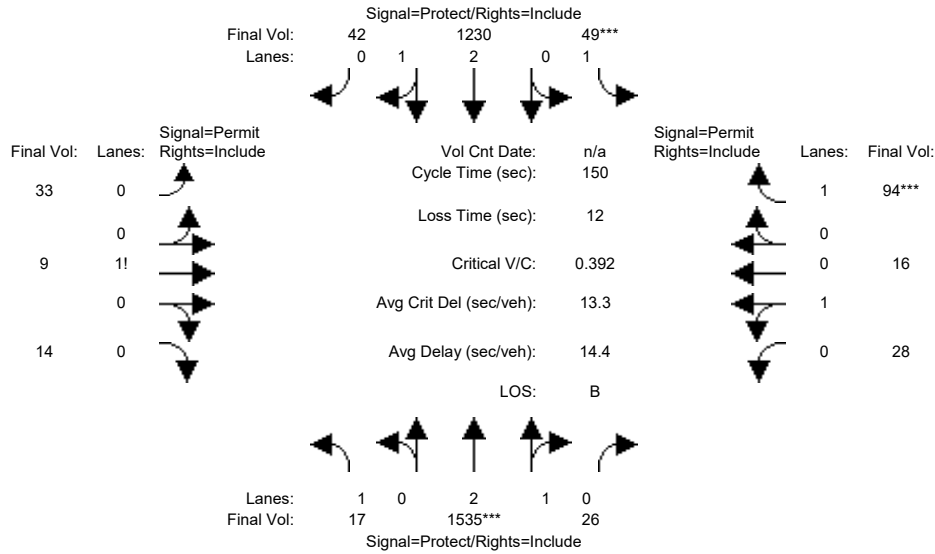
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.23	0.23	0.03	0.03	0.03	0.02	0.02	0.05
Crit Moves:	****			****						****		
Green Time:	20.1	107	106.6	10.8	97.3	97.3	20.6	20.6	20.6	20.6	20.6	20.6
Volume/Cap:	0.07	0.39	0.39	0.39	0.35	0.35	0.23	0.23	0.23	0.18	0.18	0.39
Delay/Veh:	56.9	8.7	8.7	68.5	12.0	12.0	58.1	58.1	58.1	57.5	57.5	60.0
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:	56.9	8.7	8.7	68.5	12.0	12.0	58.1	58.1	58.1	57.5	57.5	60.0
LOS by Move:	E+	A	A	E	B	B	E+	E+	E+	E+	E+	E
HCM2kAvgQ:	1	9	9	3	9	9	3	3	3	2	2	4

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

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #7: ECR & Cambridge Ave



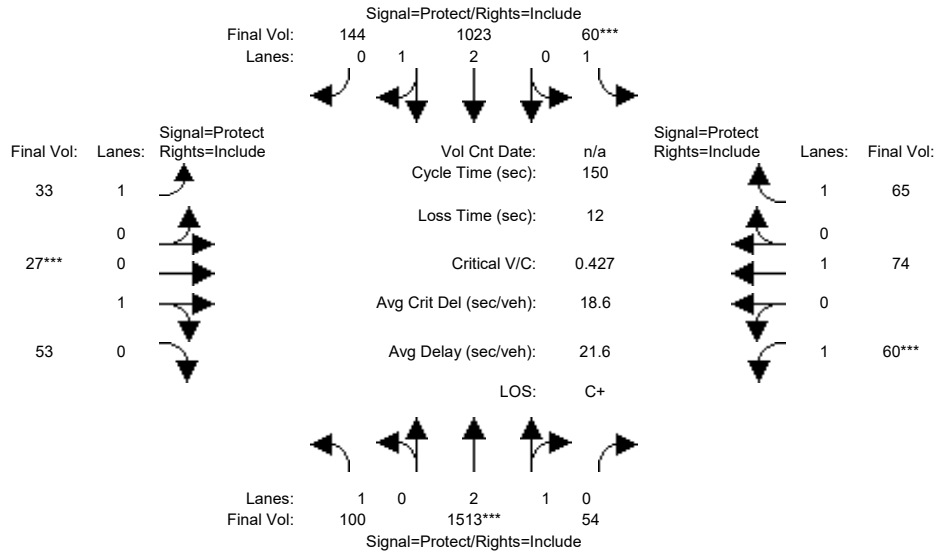
Street Name:	ECR						Cambridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	1529	26	49	1224	42	33	9	14	28	16	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1529	26	49	1224	42	33	9	14	28	16	94
Added Vol:	0	6	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:	17	1535	26	49	1230	42	33	9	14	28	16	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1535	26	49	1230	42	33	9	14	28	16	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1535	26	49	1230	42	33	9	14	28	16	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	17	1535	26	49	1230	42	33	9	14	28	16	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.59	0.16	0.25	0.64	0.36	1.00
Final Sat.:	1750	5507	93	1750	5415	185	1031	281	438	1145	655	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.23	0.23	0.03	0.03	0.03	0.02	0.02	0.05
Crit Moves:	****			****						****		
Green Time:	20.0	107	106.7	10.7	97.4	97.4	20.6	20.6	20.6	20.6	20.6	20.6
Volume/Cap:	0.07	0.39	0.39	0.39	0.35	0.35	0.23	0.23	0.23	0.18	0.18	0.39
Delay/Veh:	57.0	8.7	8.7	68.6	12.0	12.0	58.2	58.2	58.2	57.6	57.6	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	8.7	8.7	68.6	12.0	12.0	58.2	58.2	58.2	57.6	57.6	60.1
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	E+	E+	E+	E
HCM2kAvgQ:	1	9	9	3	9	9	3	3	3	2	2	5

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

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	100	1513	54	60	1023	144	33	27	53	60	74	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1513	54	60	1023	144	33	27	53	60	74	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1513	54	60	1023	144	33	27	53	60	74	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1513	54	60	1023	144	33	27	53	60	74	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1513	54	60	1023	144	33	27	53	60	74	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1513	54	60	1023	144	33	27	53	60	74	65

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.62	0.38	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5407	193	1750	4908	691	1750	607	1192	1750	1900	1750

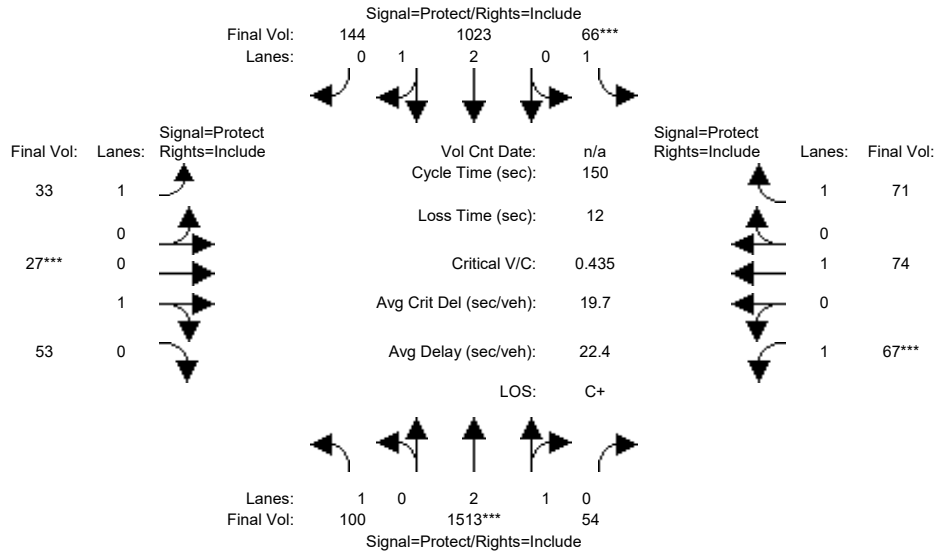
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.03	0.21	0.21	0.02	0.04	0.04	0.03	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.7	98.3	98.3	12.0	86.6	86.6	11.4	15.6	15.6	12.0	16.3	16.3
Volume/Cap:	0.36	0.43	0.43	0.43	0.36	0.36	0.25	0.43	0.43	0.43	0.36	0.34
Delay/Veh:	57.2	12.5	12.5	67.8	17.0	17.0	66.3	64.6	64.6	67.8	63.1	63.0
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:	57.2	12.5	12.5	67.8	17.0	17.0	66.3	64.6	64.6	67.8	63.1	63.0
LOS by Move:	E+	B	B	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	5	11	11	3	9	9	2	4	4	3	3	3

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

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	100	1513	54	60	1023	144	33	27	53	60	74	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1513	54	60	1023	144	33	27	53	60	74	65
Added Vol:	0	0	0	6	0	0	0	0	0	7	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1513	54	66	1023	144	33	27	53	67	74	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1513	54	66	1023	144	33	27	53	67	74	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1513	54	66	1023	144	33	27	53	67	74	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1513	54	66	1023	144	33	27	53	67	74	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.62	0.38	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5407	193	1750	4908	691	1750	607	1192	1750	1900	1750

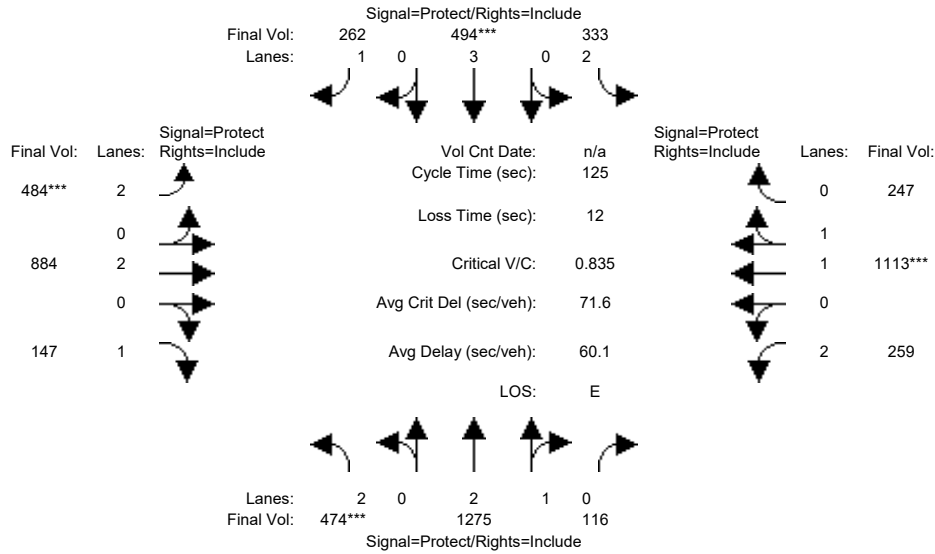
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.04	0.21	0.21	0.02	0.04	0.04	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.6	96.5	96.5	13.0	85.9	85.9	11.7	15.3	15.3	13.2	16.8	16.8
Volume/Cap:	0.36	0.44	0.44	0.44	0.36	0.36	0.24	0.44	0.44	0.44	0.35	0.36
Delay/Veh:	57.3	13.3	13.3	67.0	17.4	17.4	65.9	64.9	64.9	66.8	62.6	62.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	13.3	13.3	67.0	17.4	17.4	65.9	64.9	64.9	66.8	62.6	62.8
LOS by Move:	E+	B	B	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	5	12	12	3	9	9	2	4	4	4	3	4

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

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #9: El Camino Real & Page Mill Rd



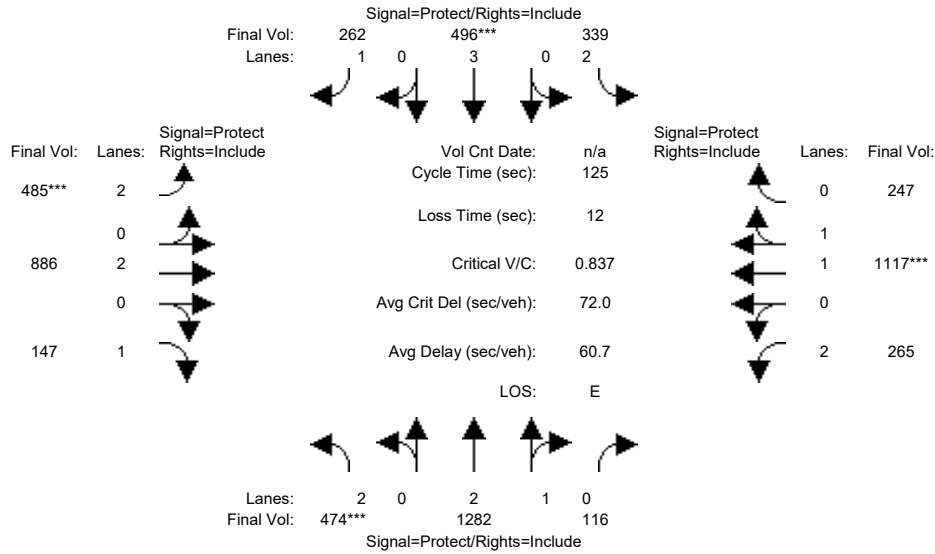
Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	474	1275	116	333	494	262	484	884	147	259	1113	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1275	116	333	494	262	484	884	147	259	1113	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	1275	116	333	494	262	484	884	147	259	1113	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	1275	116	333	494	262	484	884	147	259	1113	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1275	116	333	494	262	484	884	147	259	1113	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	474	1275	116	333	494	262	484	884	147	259	1113	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	1.00	0.83	1.00	0.97	0.83	1.00	0.92	0.69	0.98	1.00
Lanes:	2.00	2.75	0.25	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	3150	5156	469	3150	5700	1847	3150	3800	1750	2625	3058	679
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.11	0.09	0.14	0.15	0.23	0.08	0.10	0.36	0.36
Crit Moves:	***			****			****			****		
Green Time:	18.7	34.1	34.1	14.6	30.0	30.0	19.1	45.2	45.2	19.2	45.2	45.2
Volume/Cap:	1.01	0.91	0.91	0.91	0.36	0.59	1.01	0.64	0.23	0.64	1.01	1.01
Delay/Veh:	96.2	53.2	53.2	82.9	40.3	47.8	95.6	35.6	28.7	57.4	65.9	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.2	53.2	53.2	82.9	40.3	47.8	95.6	35.6	28.7	57.4	65.9	65.9
LOS by Move:	F	D-	D-	F	D	D	F	D+	C	E+	E	E
HCM2kAvgQ:	16	21	22	11	5	10	16	14	4	7	34	35

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

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #9: El Camino Real & Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	474	1275	116	333	494	262	484	884	147	259	1113	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1275	116	333	494	262	484	884	147	259	1113	247
Added Vol:	0	7	0	6	2	0	1	2	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	1282	116	339	496	262	485	886	147	265	1117	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	1282	116	339	496	262	485	886	147	265	1117	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1282	116	339	496	262	485	886	147	265	1117	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	474	1282	116	339	496	262	485	886	147	265	1117	247

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	1.00	0.83	1.00	0.97	0.83	1.00	0.92	0.69	0.98	1.00
Lanes:	2.00	2.75	0.25	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	3150	5158	467	3150	5700	1847	3150	3800	1750	2625	3059	677

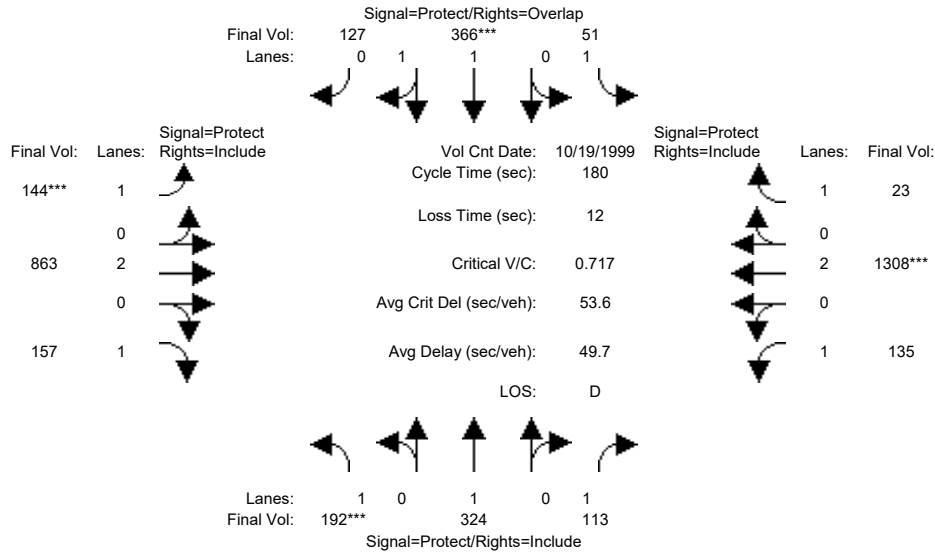
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.25	0.25	0.11	0.09	0.14	0.15	0.23	0.08	0.10	0.37	0.37
Crit Moves:	***			****			****			****		
Green Time:	18.7	34.0	34.0	14.7	30.0	30.0	19.1	44.9	44.9	19.4	45.3	45.3
Volume/Cap:	1.01	0.92	0.92	0.92	0.36	0.59	1.01	0.65	0.23	0.65	1.01	1.01
Delay/Veh:	96.8	54.2	54.2	84.1	40.3	47.8	96.1	35.9	28.9	57.3	66.4	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.8	54.2	54.2	84.1	40.3	47.8	96.1	35.9	28.9	57.3	66.4	66.4
LOS by Move:	F	D-	D-	F	D	D	F	D+	C	E+	E	E
HCM2kAvgQ:	16	21	22	11	5	10	16	15	4	7	34	35

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

SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 19 Oct 1999 << 7:00-9:00											
Base Vol:	192	324	113	51	366	127	144	863	157	135	1308	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	324	113	51	366	127	144	863	157	135	1308	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	324	113	51	366	127	144	863	157	135	1308	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	324	113	51	366	127	144	863	157	135	1308	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	324	113	51	366	127	144	863	157	135	1308	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	324	113	51	366	127	144	863	157	135	1308	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2746	953	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.06	0.03	0.13	0.13	0.08	0.23	0.09	0.08	0.34	0.01
Crit Moves:	****				****		****				****	
Green Time:	27.5	46.0	46.0	15.0	33.4	54.1	20.6	79.9	79.9	27.1	86.4	86.4
Volume/Cap:	0.72	0.67	0.25	0.35	0.72	0.44	0.72	0.51	0.20	0.51	0.72	0.03
Delay/Veh:	81.5	63.7	53.6	79.4	72.5	51.1	88.6	36.3	30.7	72.0	38.5	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.5	63.7	53.6	79.4	72.5	51.1	88.6	36.3	30.7	72.0	38.5	24.7
LOS by Move:	F	E	D-	E-	E	D-	F	D+	C	E	D+	C
HCM2kAvgQ:	12	16	5	3	14	11	10	17	5	8	28	1

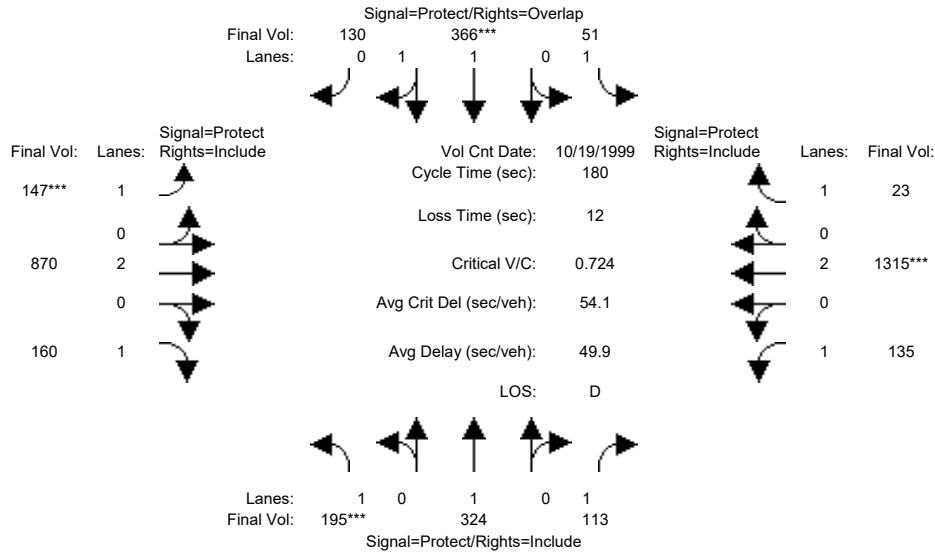
Note: Queue reported is the number of cars per lane.



SD16-0223  
Palo Alto PSB TIA  
Existing AM

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count			Date:	19 Oct 1999			<< 7:00-9:00				
Base Vol:	192	324	113	51	366	127	144	863	157	135	1308	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	324	113	51	366	127	144	863	157	135	1308	23
Added Vol:	3	0	0	0	0	3	3	7	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	324	113	51	366	130	147	870	160	135	1315	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	324	113	51	366	130	147	870	160	135	1315	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	324	113	51	366	130	147	870	160	135	1315	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	324	113	51	366	130	147	870	160	135	1315	23

Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2730	970	1750	3800	1750	1750	3800	1750

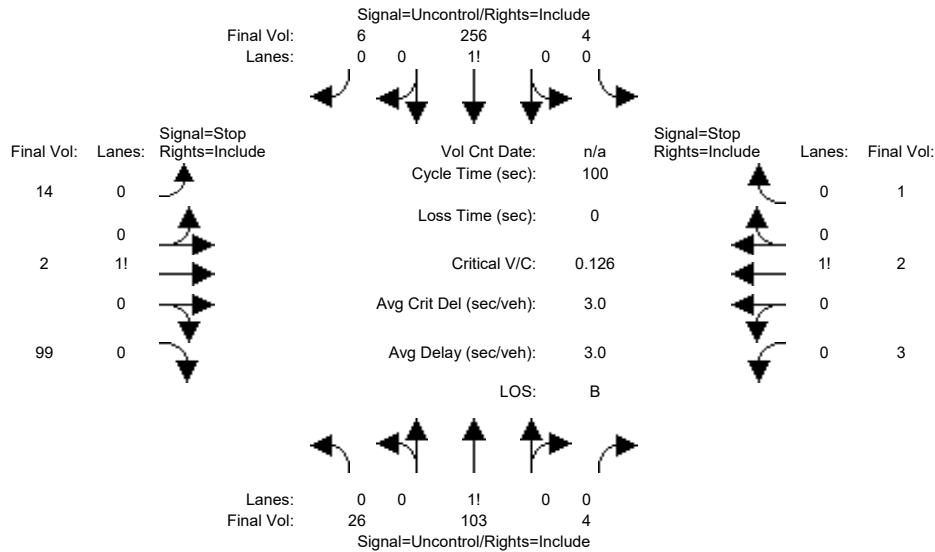
Capacity Analysis Module:	0.11 0.17 0.06			0.03 0.13 0.13			0.08 0.23 0.09			0.08 0.35 0.01		
Vol/Sat:	0.11	0.17	0.06	0.03	0.13	0.13	0.08	0.23	0.09	0.08	0.35	0.01
Crit Moves:	****			****			****			****		
Green Time:	27.7	46.1	46.1	15.0	33.3	54.2	20.9	80.0	80.0	27.0	86.1	86.1
Volume/Cap:	0.72	0.67	0.25	0.35	0.72	0.45	0.72	0.52	0.21	0.52	0.72	0.03
Delay/Veh:	81.8	63.6	53.6	79.3	72.8	51.0	88.9	36.3	30.7	72.3	39.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	63.6	53.6	79.3	72.8	51.0	88.9	36.3	30.7	72.3	39.0	24.9
LOS by Move:	F	E	D-	E-	E	D-	F	D+	C	E	D+	C
HCM2kAvgQ:	12	16	5	3	14	11	10	17	6	8	29	1

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	Park Blvd North Bound			Park Blvd South Bound			Sherman Ave East Bound			Sherman Ave West Bound		
Base Vol:	26	103	4	4	256	6	14	2	99	3	2	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:	26	103	4	4	256	6	14	2	99	3	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	103	4	4	256	6	14	2	99	3	2	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:	26	103	4	4	256	6	14	2	99	3	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	103	4	4	256	6	14	2	99	3	2	1

Critical Gap Module:	Park Blvd North Bound			Park Blvd South Bound			Sherman Ave East Bound			Sherman Ave West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Park Blvd North Bound			Park Blvd South Bound			Sherman Ave East Bound			Sherman Ave West Bound		
Cnflct Vol:	262	xxxx	xxxxxx	107	xxxx	xxxxxx	426	426	259	475	427	105
Potent Cap.:	1314	xxxx	xxxxxx	1497	xxxx	xxxxxx	543	524	785	504	523	955
Move Cap.:	1314	xxxx	xxxxxx	1497	xxxx	xxxxxx	531	512	785	431	511	955
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.00	0.13	0.01	0.00	0.00

Level Of Service Module:	Park Blvd North Bound			Park Blvd South Bound			Sherman Ave East Bound			Sherman Ave West Bound		
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	735	xxxxxx	xxxx	503	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.8	xxxxxx	xxxxxx	12.2	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx		xxxxxxx			10.8			12.2		
ApproachLOS:	*	*		*			B			B		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	26 103 4	4 256 6	14 2 99	3 2 1
ApproachDel:	xxxxxxx	xxxxxxx	10.8	12.2

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=115]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=520]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=6]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=520]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	26 103 4	4 256 6	14 2 99	3 2 1

Major Street Volume: 399  
Minor Approach Volume: 115  
Minor Approach Volume Threshold: 464

SIGNAL WARRANT DISCLAIMER

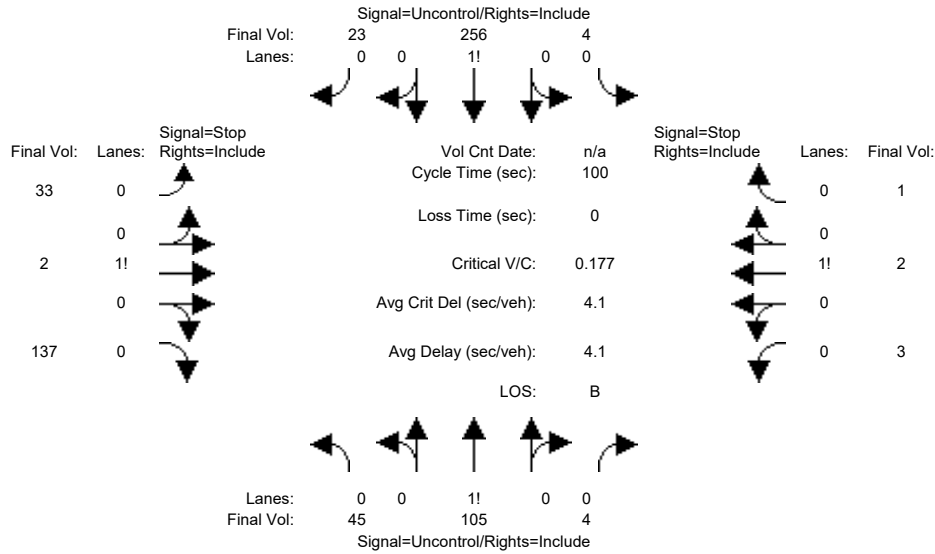
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project PM

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	26	103	4	4	256	6	14	2	99	3	2	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:	26	103	4	4	256	6	14	2	99	3	2	1
Added Vol:	19	2	0	0	0	17	19	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	105	4	4	256	23	33	2	137	3	2	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:	45	105	4	4	256	23	33	2	137	3	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	105	4	4	256	23	33	2	137	3	2	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	279	xxxx	xxxxxx	109	xxxx	xxxxxx	474	475	268	542	484	107
Potent Cap.:	1295	xxxx	xxxxxx	1494	xxxx	xxxxxx	504	492	776	454	486	953
Move Cap.:	1295	xxxx	xxxxxx	1494	xxxx	xxxxxx	487	473	776	362	467	953
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.18	0.01	0.00	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	692	xxxxxx	xxxx	441	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.9	xxxxxx	xxxxxx	13.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx		xxxxxxx			11.9			13.3		
ApproachLOS:	*	*	*	*	*	*	B			B		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	45 105 4	4 256 23	33 2 137	3 2 1
ApproachDel:	xxxxxxx	xxxxxxx	11.9	13.3

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.6]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=172]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=615]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=6]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=615]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	45 105 4	4 256 23	33 2 137	3 2 1

Major Street Volume: 437  
 Minor Approach Volume: 172  
 Minor Approach Volume Threshold: 440

SIGNAL WARRANT DISCLAIMER

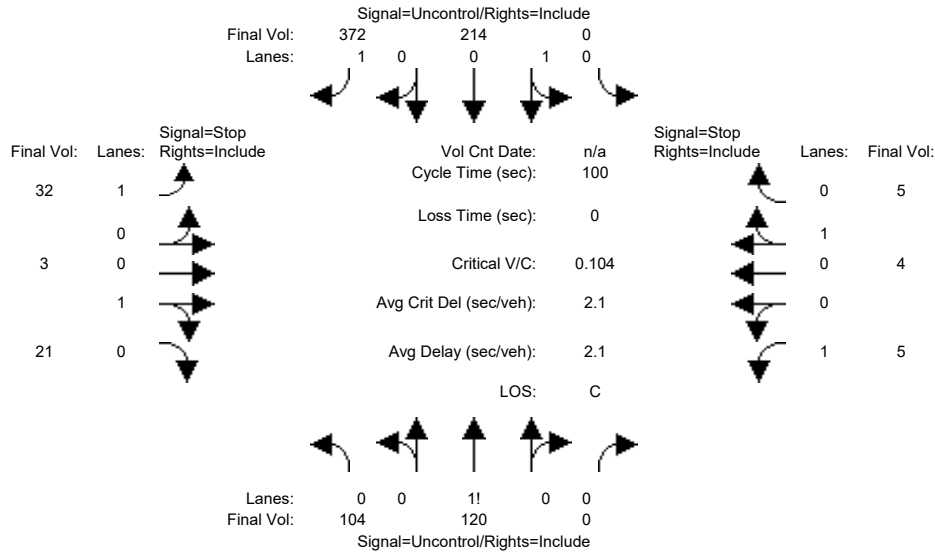
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #2: Park Blvd & Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	104	120	0	0	214	372	32	3	21	5	4	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	1.00
Initial Bse:	104	120	0	0	214	372	32	3	21	5	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	120	0	0	214	372	32	3	21	5	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	120	0	0	214	372	32	3	21	5	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	104	120	0	0	214	372	32	3	21	5	4	5

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	586	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	547	542	214	740	914	120
Potent Cap.:	999	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	451	450	831	335	275	937
Move Cap.:	999	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	406	401	831	297	245	937
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.01	0.03	0.02	0.02	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.6	xxxx	xxxxxx	17.3	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	B	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	733	xxxx	xxxx	415
SharedQueue:	0.3	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.1	xxxxxx	xxxx	0.1
Shrd ConDel:	9.0	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	xxxx	10.1	xxxxxx	xxxx	13.9
Shared LOS:	A	*	*	A	*	*	*	*	B	*	*	B
ApproachDel:	xxxxxxx			xxxxxxx			12.7			15.1		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Park Blvd & Page Mill Rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	104 120 0	0 214 372	32 3 21	5 4 5
ApproachDel:	xxxxxx	xxxxxx	12.7	15.1

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=56]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=880]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=14]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=880]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #2 Park Blvd & Page Mill Rd  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	104 120 0	0 214 372	32 3 21	5 4 5
Major Street Volume:	810			
Minor Approach Volume:	56			
Minor Approach Volume Threshold:	465			

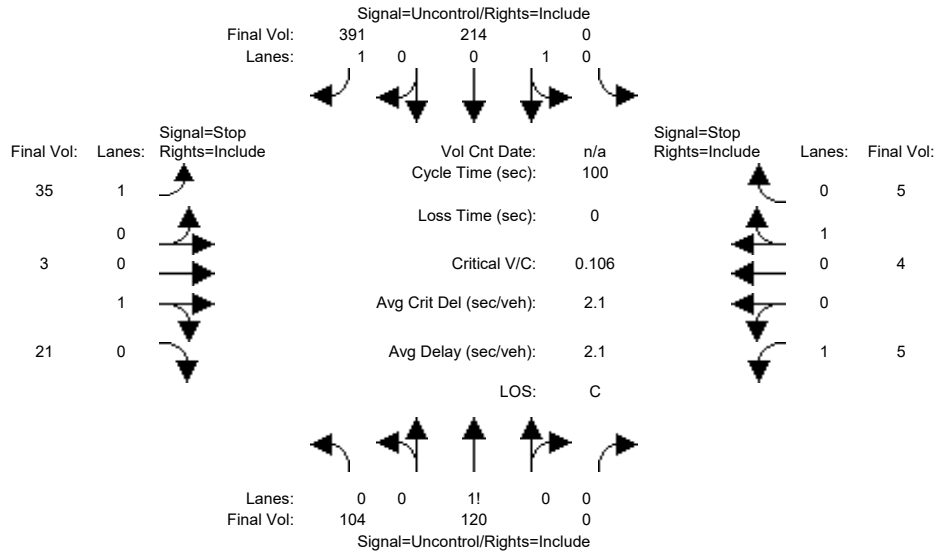
SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project PM

Intersection #2: Park Blvd & Page Mill Rd



Street Name:	Park Blvd				Page Mill Rd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	104	120	0	0	214	372	32	3	21	5	4	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	1.00
Initial Bse:	104	120	0	0	214	372	32	3	21	5	4	5
Added Vol:	0	0	0	0	0	19	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	120	0	0	214	391	35	3	21	5	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	120	0	0	214	391	35	3	21	5	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	104	120	0	0	214	391	35	3	21	5	4	5

Critical Gap Module:	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	605	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	547	542	214	750	933	120
Potent Cap.:	983	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	451	450	831	330	268	937
Move Cap.:	983	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	405	400	831	293	238	937
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.01	0.03	0.02	0.02	0.01

Level Of Service Module:	L	T	R	L	T	R	L	T	R	L	T	R			
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx			
Control Del:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.7	xxxx	xxxxxx	17.5	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	*	C	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	732	xxxx	xxxx	407			
SharedQueue:	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.1	xxxxxx	xxxx	0.1			
Shrd ConDel:	9.1	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	xxxx	10.1	xxxxxx	xxxx	14.1			
Shared LOS:	A	*	*	A	*	*	*	*	B	*	*	B			
ApproachDel:	xxxxxxx			xxxxxxx			12.8			15.3					
ApproachLOS:	*			*			B			C					

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Park Blvd & Page Mill Rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



	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	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	104 120 0	0 214 391	35 3 21	5 4 5
ApproachDel:	xxxxxxx	xxxxxxx	12.8	15.3

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=59]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=902]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=14]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=902]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	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	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	104 120 0	0 214 391	35 3 21	5 4 5

Major Street Volume: 829  
 Minor Approach Volume: 59  
 Minor Approach Volume Threshold: 455

SIGNAL WARRANT DISCLAIMER

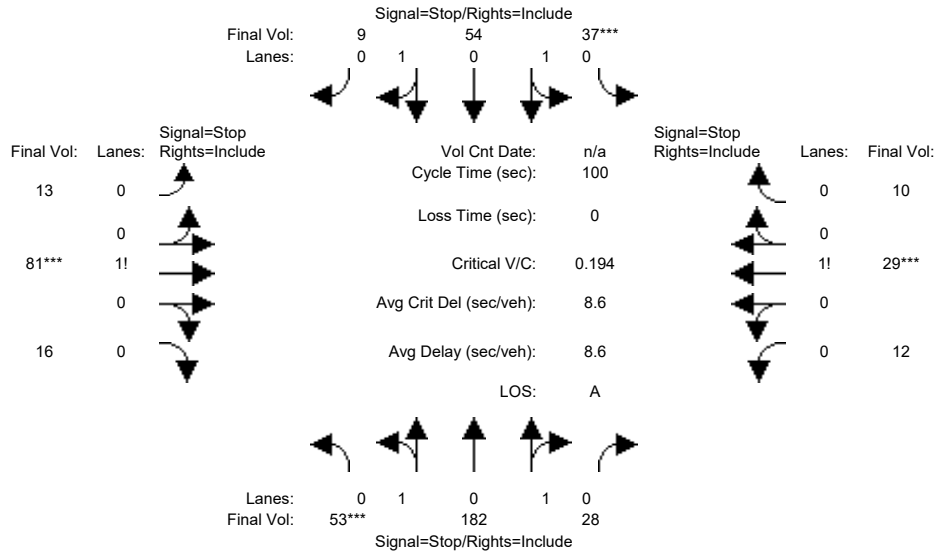
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	53	182	28	37	54	9	13	81	16	12	29	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	182	28	37	54	9	13	81	16	12	29	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	182	28	37	54	9	13	81	16	12	29	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	182	28	37	54	9	13	81	16	12	29	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	182	28	37	54	9	13	81	16	12	29	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	182	28	37	54	9	13	81	16	12	29	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	1.39	0.21	0.74	1.08	0.18	0.12	0.74	0.14	0.23	0.57	0.20
Final Sat.:	274	978	155	470	736	125	85	530	105	166	400	138
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.18	0.08	0.07	0.07	0.15	0.15	0.15	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	8.8	8.6	8.6	8.2	8.1	8.5	8.5	8.5	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.8	8.6	8.6	8.2	8.1	8.5	8.5	8.5	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.4			8.5			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.4			8.5			8.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #3 Birch St & Sherman Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	53	182		28		37	54		9		13	81		16		12	29		10	
Major Street Volume:									363											
Minor Approach Volume:									110											
Minor Approach Volume Threshold:	634																			

SIGNAL WARRANT DISCLAIMER

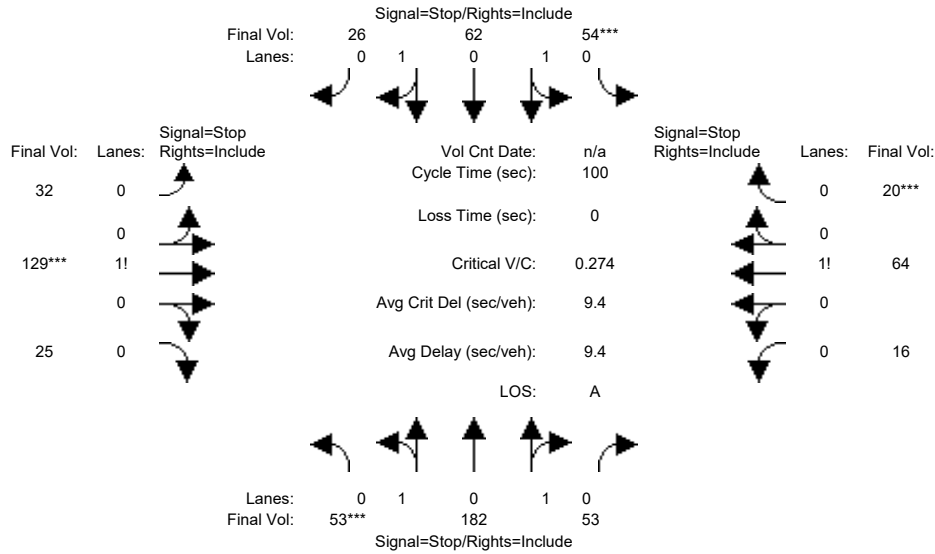
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing+Project PM

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	53	182	28	37	54	9	13	81	16	12	29	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	182	28	37	54	9	13	81	16	12	29	10
Added Vol:	0	0	25	17	8	17	19	48	9	4	35	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	182	53	54	62	26	32	129	25	16	64	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	182	53	54	62	26	32	129	25	16	64	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	182	53	54	62	26	32	129	25	16	64	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	182	53	54	62	26	32	129	25	16	64	20

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	1.26	0.37	0.76	0.87	0.37	0.17	0.70	0.13	0.16	0.64	0.20
Final Sat.:	230	822	249	442	549	237	117	470	91	105	420	131

Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.21	0.12	0.11	0.11	0.27	0.27	0.27	0.15	0.15	0.15
Crit Moves:	****			****			****					****
Delay/Veh:	9.9	9.5	9.1	9.4	8.8	8.6	9.8	9.8	9.8	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.5	9.1	9.4	8.8	8.6	9.8	9.8	9.8	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.5			9.0			9.8			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.0			9.8			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Birch St & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	53	182		53		54	62		26		32	129		25		16	64		20	
Major Street Volume:									430											
Minor Approach Volume:									186											
Minor Approach Volume Threshold:	576																			

SIGNAL WARRANT DISCLAIMER

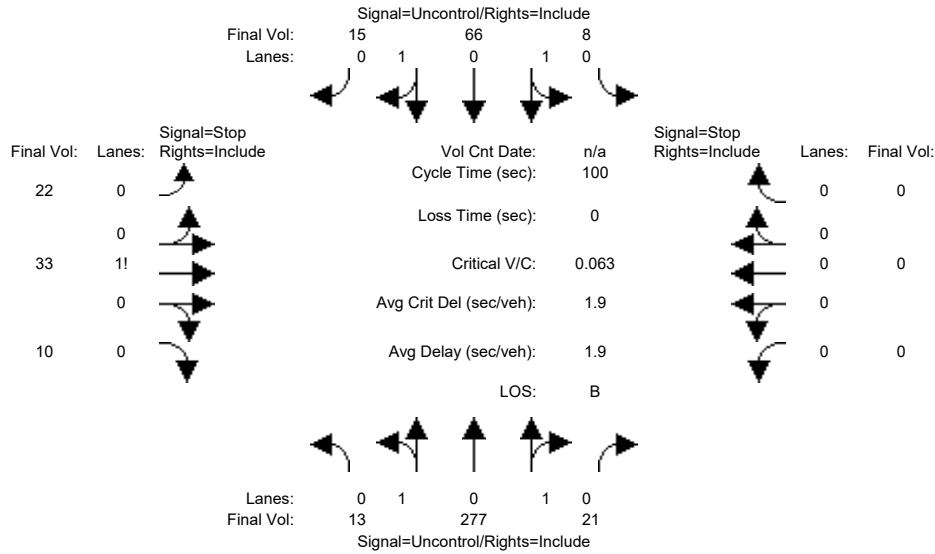
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #4: Birch St & Grant Ave



Street Name:	Birch St						Grant Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	277	21	8	66	15	22	33	10	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:	13	277	21	8	66	15	22	33	10	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:	13	277	21	8	66	15	22	33	10	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:	13	277	21	8	66	15	22	33	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	13	277	21	8	66	15	22	33	10	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	81	xxxx	xxxxxx	298	xxxx	xxxxxx	254	414	41	xxxx	xxxx	xxxxxx
Potent Cap.:	1529	xxxx	xxxxxx	1275	xxxx	xxxxxx	718	532	1028	xxxx	xxxx	xxxxxx
Move Cap.:	1529	xxxx	xxxxxx	1275	xxxx	xxxxxx	710	524	1028	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.06	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	627	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	11.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	11.4	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	13 277 21	8 66 15	22 33 10	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	11.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=65]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=465]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	13 277 21	8 66 15	22 33 10	0 0 0 0

Major Street Volume: 400  
Minor Approach Volume: 65  
Minor Approach Volume Threshold: 601

SIGNAL WARRANT DISCLAIMER

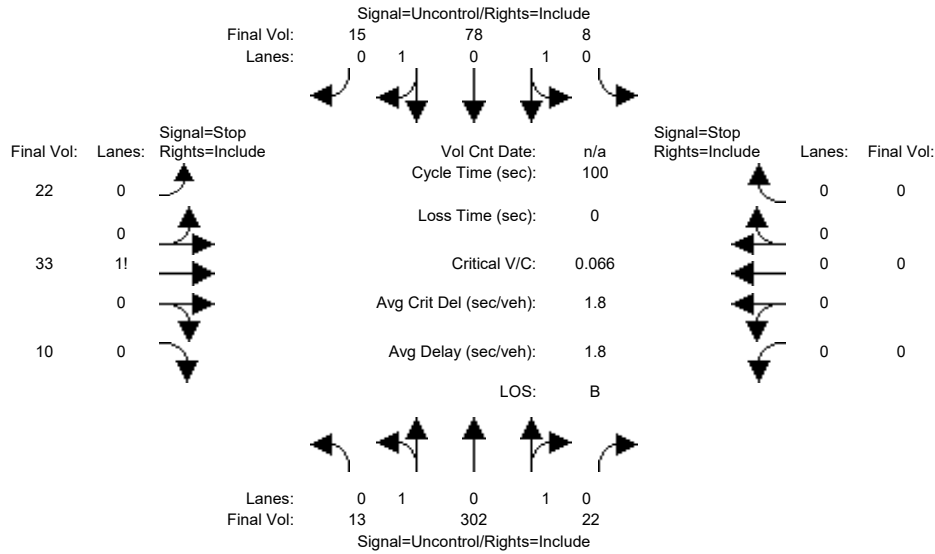
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project PM

Intersection #4: Birch St & Grant Ave



Street Name:	Birch St						Grant Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	277	21	8	66	15	22	33	10	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:	13	277	21	8	66	15	22	33	10	0	0	0
Added Vol:	0	25	1	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	302	22	8	78	15	22	33	10	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:	13	302	22	8	78	15	22	33	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	302	22	8	78	15	22	33	10	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	93	xxxx	xxxxxx	324	xxxx	xxxxxx	279	452	47	xxxx	xxxx	xxxxxx
Potent Cap.:	1514	xxxx	xxxxxx	1247	xxxx	xxxxxx	694	507	1019	xxxx	xxxx	xxxxxx
Move Cap.:	1514	xxxx	xxxxxx	1247	xxxx	xxxxxx	686	499	1019	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.07	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	602	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	11.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				11.7		xxxxxxx		
ApproachLOS:	*			*				B		*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1 0 0	0 0 0 0 0
Initial Vol:	13 302 22	8 78 15	22 33 10	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	11.7	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=65]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=503]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1 0 0	0 0 0 0 0
Initial Vol:	13 302 22	8 78 15	22 33 10	0 0 0 0

Major Street Volume: 438  
Minor Approach Volume: 65  
Minor Approach Volume Threshold: 569

SIGNAL WARRANT DISCLAIMER

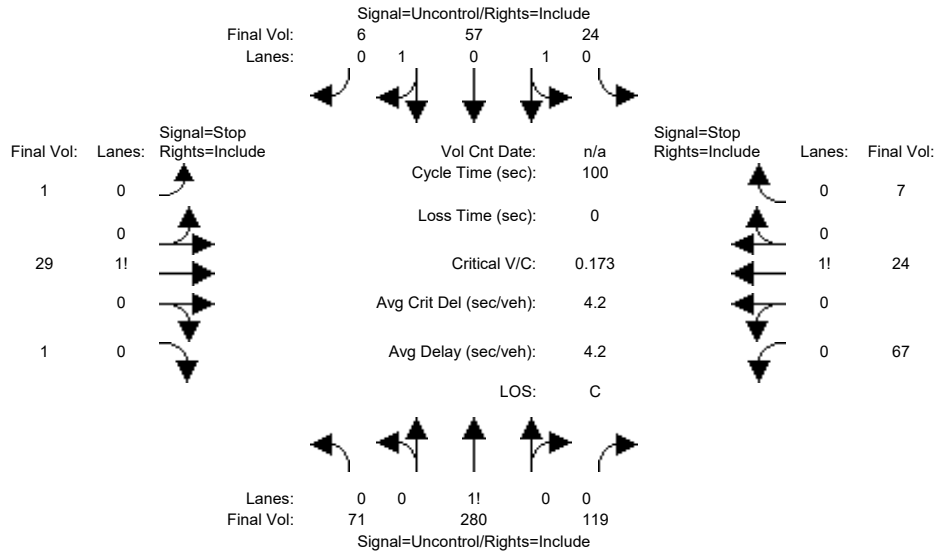
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #5: Birch St & Sheridan Ave



Street Name:	Birch St						Sheridan Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	71	280	119	24	57	6	1	29	1	67	24	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	280	119	24	57	6	1	29	1	67	24	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	280	119	24	57	6	1	29	1	67	24	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:	71	280	119	24	57	6	1	29	1	67	24	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	280	119	24	57	6	1	29	1	67	24	7

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	63	xxxx	xxxxxx	399	xxxx	xxxxxx	605	649	32	573	593	340
Potent Cap.:	1553	xxxx	xxxxxx	1171	xxxx	xxxxxx	413	391	1048	434	421	707
Move Cap.:	1553	xxxx	xxxxxx	1171	xxxx	xxxxxx	370	365	1048	386	393	707
Volume/Cap:	0.05	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.08	0.00	0.17	0.06	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	373	xxxxxx	xxxx	401	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	0.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	15.5	xxxxxx	xxxxxx	16.9	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxxx			xxxxxxx				15.5			16.9	
ApproachLOS:	*			*				C			C	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 280 119	24 57 6	1 29 1	67 24 7
ApproachDel:	xxxxxxx	xxxxxxx	15.5	16.9

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=31]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=686]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.5]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=98]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=686]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 280 119	24 57 6	1 29 1	67 24 7

Major Street Volume: 557  
Minor Approach Volume: 98  
Minor Approach Volume Threshold: 486

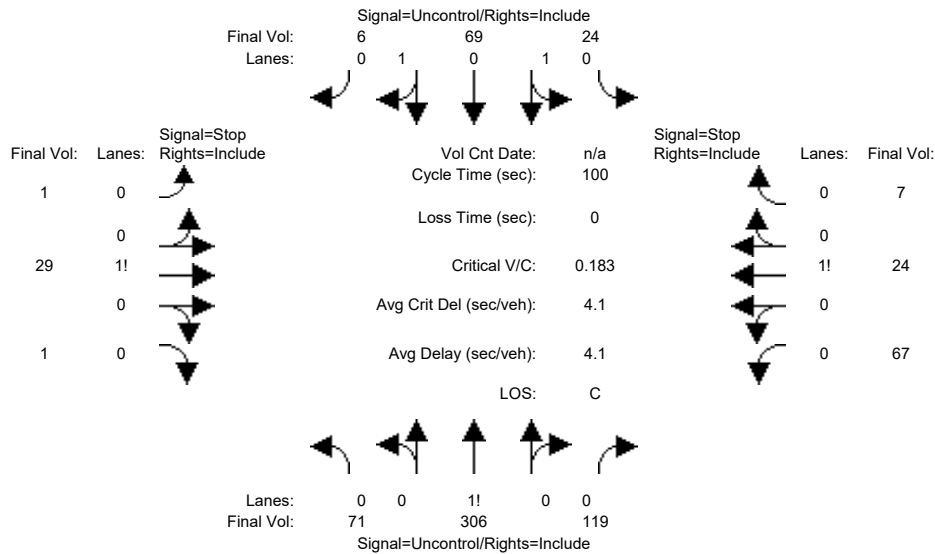
SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing+Project PM

Intersection #5: Birch St & Sheridan Ave



Street Name:	Birch St						Sheridan Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	71	280	119	24	57	6	1	29	1	67	24	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	280	119	24	57	6	1	29	1	67	24	7
Added Vol:	0	26	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	306	119	24	69	6	1	29	1	67	24	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:	71	306	119	24	69	6	1	29	1	67	24	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	306	119	24	69	6	1	29	1	67	24	7

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	75	xxxx	xxxxx	425	xxxx	xxxxx	643	687	38	605	631	366
Potent Cap.:	1537	xxxx	xxxxx	1145	xxxx	xxxxx	389	372	1040	413	401	684
Move Cap.:	1537	xxxx	xxxxx	1145	xxxx	xxxxx	347	347	1040	366	374	684
Volume/Cap:	0.05	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.08	0.00	0.18	0.06	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	354	xxxxxx	xxxx	381	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	1.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	16.1	xxxxxx	xxxxxx	17.7	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxxx			xxxxxxx			16.1			17.7		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 306 119	24 69 6	1 29 1	67 24 7
ApproachDel:	xxxxxxx	xxxxxxx	16.1	17.7

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=31]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=724]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.5]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=98]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=724]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 306 119	24 69 6	1 29 1	67 24 7

Major Street Volume: 595  
Minor Approach Volume: 98  
Minor Approach Volume Threshold: 464

SIGNAL WARRANT DISCLAIMER

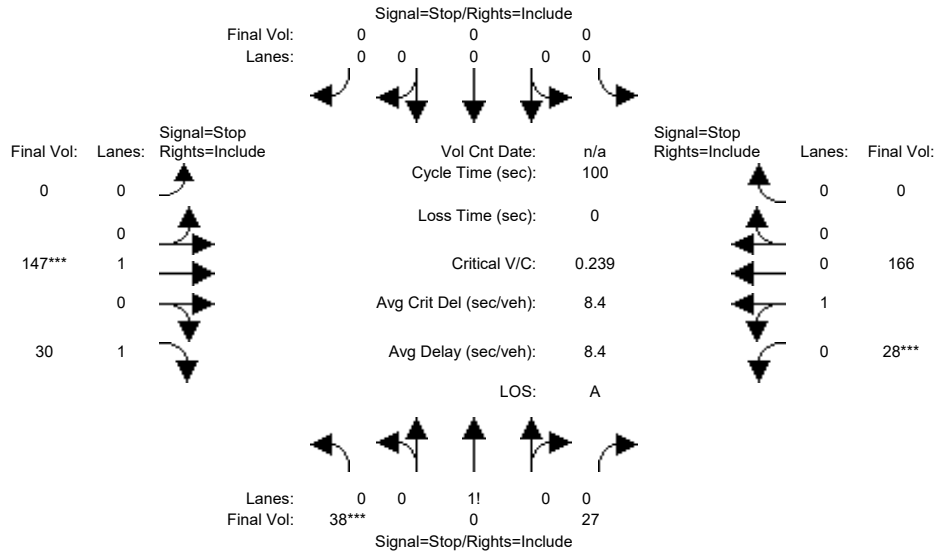
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.00	0.42	0.00	0.00	0.00	0.00	1.00	1.00	0.14	0.86	0.00
Final Sat.:	434	0	308	0	0	0	0	743	867	117	696	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	0.20	0.03	0.24	0.24	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.0	0.0	8.0	0.0	0.0	0.0	0.0	8.6	6.9	8.7	8.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	0.0	8.0	0.0	0.0	0.0	0.0	8.6	6.9	8.7	8.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.0			xxxxxx				8.3			8.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.0			xxxxxx				8.3			8.7	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #6 Ash St & California Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	38	0	27	0	0	0	0	147	30	28	166	0
Major Street Volume:							371					
Minor Approach Volume:							65					
Minor Approach Volume Threshold:							626					

SIGNAL WARRANT DISCLAIMER

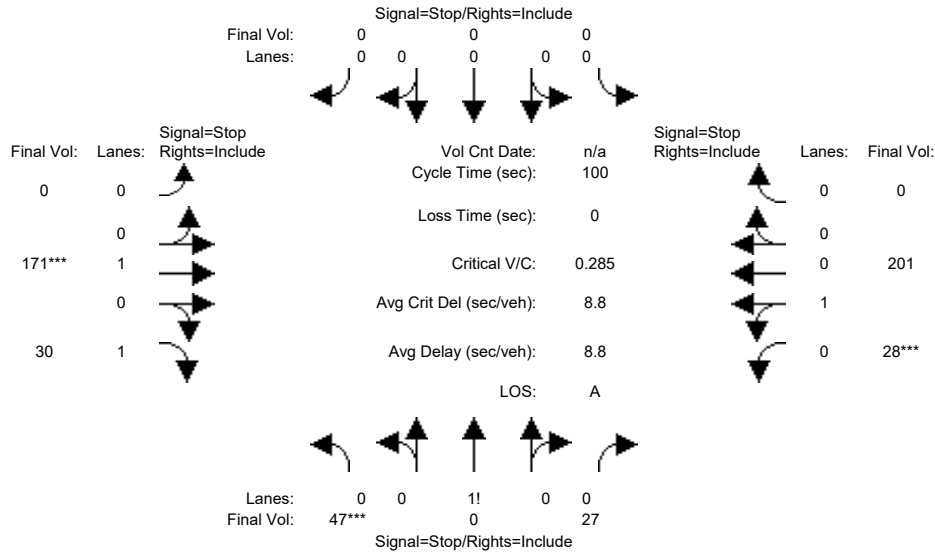
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing+Project PM

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	0
Added Vol:	9	0	0	0	0	0	0	24	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	27	0	0	0	0	171	30	28	201	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:	47	0	27	0	0	0	0	171	30	28	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	27	0	0	0	0	171	30	28	201	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:	47	0	27	0	0	0	0	171	30	28	201	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.00	0.36	0.00	0.00	0.00	0.00	1.00	1.00	0.12	0.88	0.00
Final Sat.:	452	0	259	0	0	0	0	733	856	98	706	0
Capacity Analysis Module:												
Vol/Sat:	0.10	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	0.23	0.04	0.28	0.28	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	9.0	7.0	9.1	9.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	9.0	7.0	9.1	9.1	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.2			xxxxxx				8.7			9.1	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.2			xxxxxx				8.7			9.1	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.  
Peak Hour Volume Signal Warrant Report [Urban]  
\*\*\*\*\*  
Intersection #6 Ash St & California Ave  
\*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	47	0	27	0	0	0	0	171	30	28	201	0
Major Street Volume:							430					
Minor Approach Volume:				74								
Minor Approach Volume Threshold:	576											

SIGNAL WARRANT DISCLAIMER

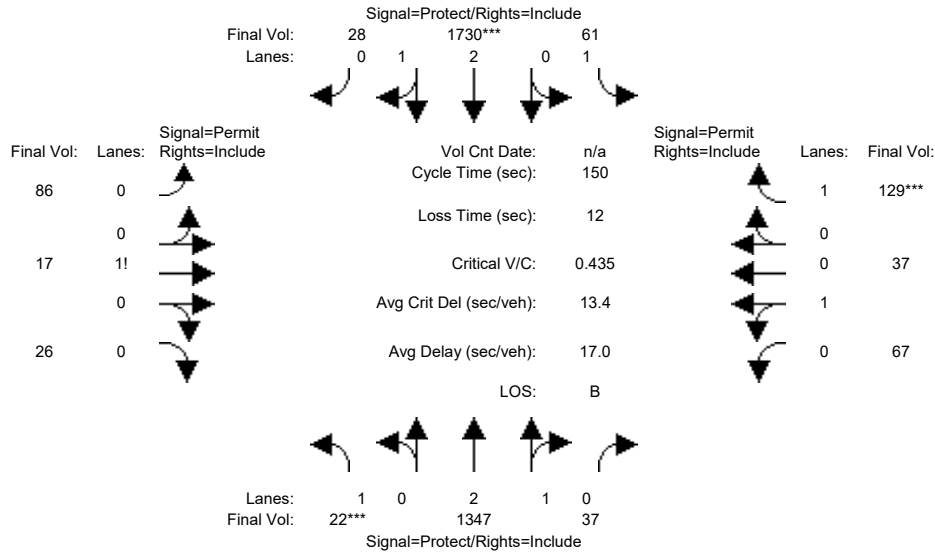
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #7: ECR & Cambridge Ave



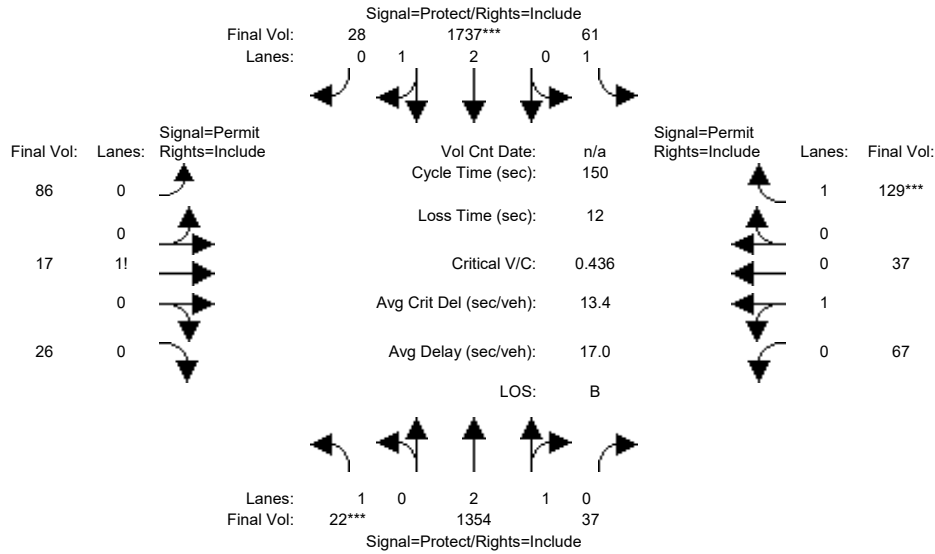
Street Name:	ECR						Cambridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1347	37	61	1730	28	86	17	26	67	37	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1347	37	61	1730	28	86	17	26	67	37	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1347	37	61	1730	28	86	17	26	67	37	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1347	37	61	1730	28	86	17	26	67	37	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1347	37	61	1730	28	86	17	26	67	37	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	1347	37	61	1730	28	86	17	26	67	37	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	0.67	0.13	0.20	0.64	0.36	1.00
Final Sat.:	1750	5450	150	1750	5511	89	1167	231	353	1160	640	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.03	0.31	0.31	0.07	0.07	0.07	0.06	0.06	0.07
Crit Moves:	***			***								***
Green Time:	7.0	95.1	95.1	18.0	106	106.1	24.9	24.9	24.9	24.9	24.9	24.9
Volume/Cap:	0.27	0.39	0.39	0.29	0.44	0.44	0.44	0.44	0.44	0.35	0.35	0.44
Delay/Veh:	70.8	13.4	13.4	61.0	9.4	9.4	57.4	57.4	57.4	56.1	56.1	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	13.4	13.4	61.0	9.4	9.4	57.4	57.4	57.4	56.1	56.1	57.4
LOS by Move:	E	B	B	E	A	A	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	1	10	10	3	11	11	6	6	6	5	5	6

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	22	1347	37	61	1730	28	86	17	26	67	37	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1347	37	61	1730	28	86	17	26	67	37	129
Added Vol:	0	7	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1354	37	61	1737	28	86	17	26	67	37	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1354	37	61	1737	28	86	17	26	67	37	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1354	37	61	1737	28	86	17	26	67	37	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	1354	37	61	1737	28	86	17	26	67	37	129

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	0.67	0.13	0.20	0.64	0.36	1.00
Final Sat.:	1750	5451	149	1750	5511	89	1167	231	353	1160	640	1750

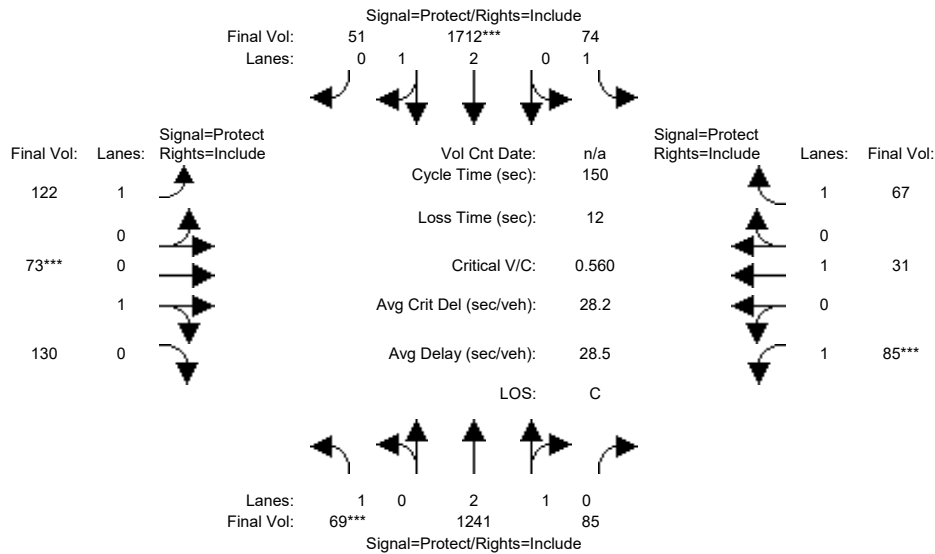
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.03	0.32	0.32	0.07	0.07	0.07	0.06	0.06	0.07
Crit Moves:	***			****								****
Green Time:	7.0	95.3	95.3	17.9	106	106.2	24.8	24.8	24.8	24.8	24.8	24.8
Volume/Cap:	0.27	0.39	0.39	0.29	0.45	0.45	0.45	0.45	0.45	0.35	0.35	0.45
Delay/Veh:	70.8	13.4	13.4	61.1	9.4	9.4	57.5	57.5	57.5	56.1	56.1	57.5
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:	70.8	13.4	13.4	61.1	9.4	9.4	57.5	57.5	57.5	56.1	56.1	57.5
LOS by Move:	E	B	B	E	A	A	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	1	10	10	3	11	11	6	6	6	5	5	6

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	69	1241	85	74	1712	51	122	73	130	85	31	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1241	85	74	1712	51	122	73	130	85	31	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1241	85	74	1712	51	122	73	130	85	31	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1241	85	74	1712	51	122	73	130	85	31	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1241	85	74	1712	51	122	73	130	85	31	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	1241	85	74	1712	51	122	73	130	85	31	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.91	0.09	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5241	359	1750	5438	162	1750	647	1153	1750	1900	1750

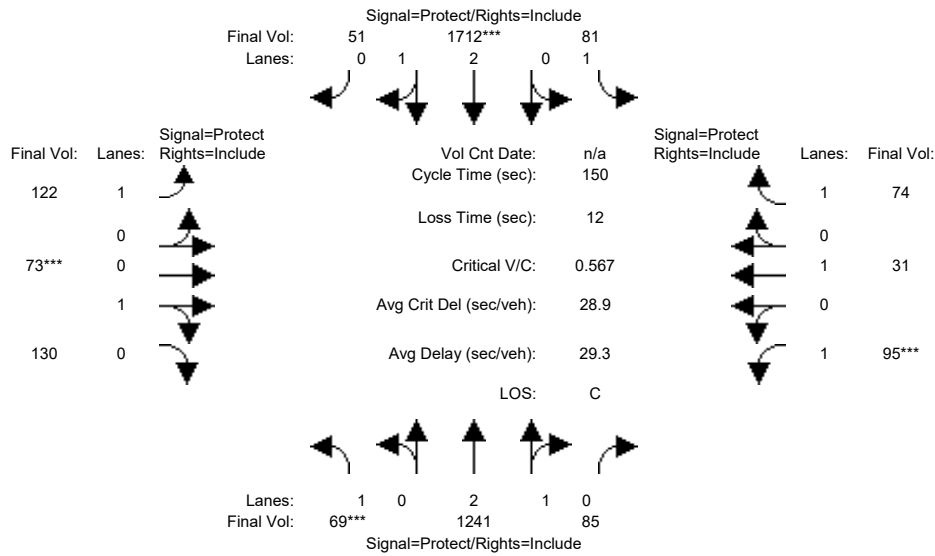
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.04	0.31	0.31	0.07	0.11	0.11	0.05	0.02	0.04
Crit Moves:	***			****			****			****		
Green Time:	10.6	79.2	79.2	15.6	84.3	84.3	22.1	30.2	30.2	13.0	21.1	21.1
Volume/Cap:	0.56	0.45	0.45	0.41	0.56	0.56	0.47	0.56	0.56	0.56	0.12	0.27
Delay/Veh:	73.2	22.0	22.0	64.3	21.3	21.3	60.0	55.9	55.9	70.4	56.5	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	22.0	22.0	64.3	21.3	21.3	60.0	55.9	55.9	70.4	56.5	58.2
LOS by Move:	E	C+	C+	E	C+	C+	E	E+	E+	E	E+	E+
HCM2kAvgQ:	4	12	12	3	17	17	6	9	9	5	1	3

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	69	1241	85	74	1712	51	122	73	130	85	31	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1241	85	74	1712	51	122	73	130	85	31	67
Added Vol:	0	0	0	7	0	0	0	0	0	10	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1241	85	81	1712	51	122	73	130	95	31	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1241	85	81	1712	51	122	73	130	95	31	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1241	85	81	1712	51	122	73	130	95	31	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	69	1241	85	81	1712	51	122	73	130	95	31	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.91	0.09	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5241	359	1750	5438	162	1750	647	1153	1750	1900	1750

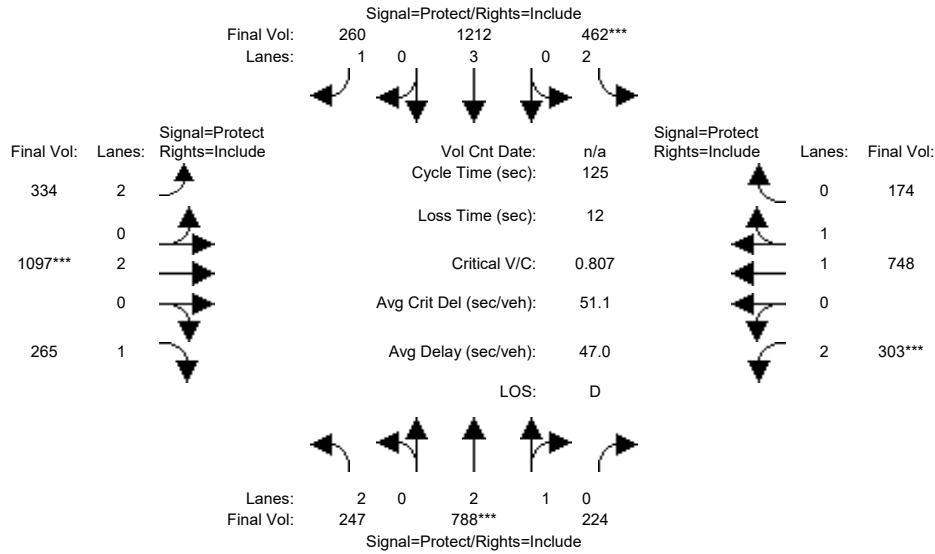
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.05	0.31	0.31	0.07	0.11	0.11	0.05	0.02	0.04
Crit Moves:	***			****			****			****		
Green Time:	10.4	78.3	78.3	15.4	83.3	83.3	22.6	29.9	29.9	14.4	21.6	21.6
Volume/Cap:	0.57	0.45	0.45	0.45	0.57	0.57	0.46	0.57	0.57	0.57	0.11	0.29
Delay/Veh:	73.7	22.5	22.5	65.1	21.9	21.9	59.4	56.4	56.4	69.3	56.0	58.0
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:	73.7	22.5	22.5	65.1	21.9	21.9	59.4	56.4	56.4	69.3	56.0	58.0
LOS by Move:	E	C+	C+	E	C+	C+	E+	E+	E+	E	E+	E+
HCM2kAvgQ:	4	13	13	4	17	17	6	9	9	5	1	3

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #9: El Camino Real & Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	247	788	224	462	1212	260	334	1097	265	303	748	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	788	224	462	1212	260	334	1097	265	303	748	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	788	224	462	1212	260	334	1097	265	303	748	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	788	224	462	1212	260	334	1097	265	303	748	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	788	224	462	1212	260	334	1097	265	303	748	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	788	224	462	1212	260	334	1097	265	303	748	174

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	1.00	0.83	1.00	0.97	0.83	1.00	0.92	0.69	0.98	1.00
Lanes:	2.00	2.34	0.66	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	4412	1254	3150	5700	1847	3150	3800	1750	2625	3032	705

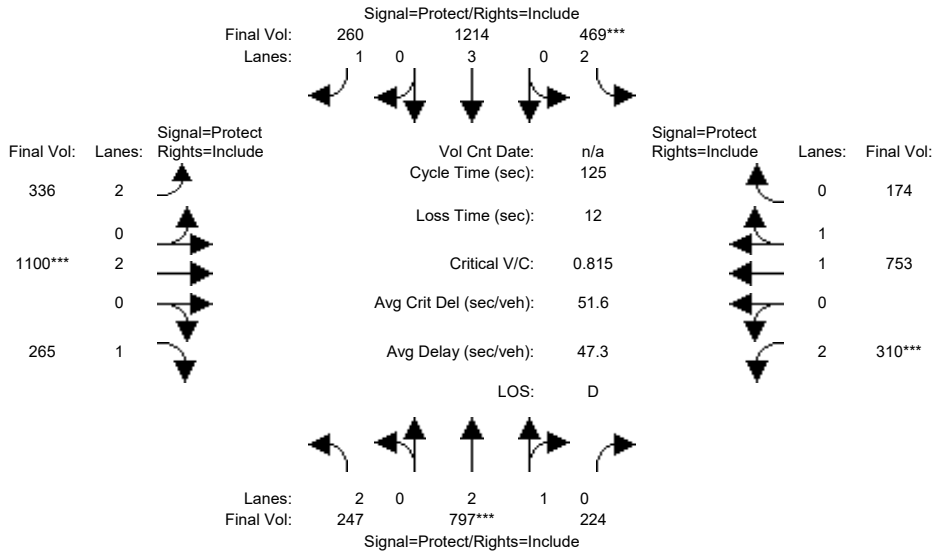
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.15	0.21	0.14	0.11	0.29	0.15	0.12	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	12.8	30.0	30.0	22.1	39.3	39.3	18.3	43.5	43.5	17.4	42.6	42.6
Volume/Cap:	0.76	0.74	0.74	0.83	0.68	0.45	0.72	0.83	0.44	0.83	0.72	0.72
Delay/Veh:	70.3	47.7	47.7	63.0	39.4	36.7	60.4	43.5	33.6	71.5	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	47.7	47.7	63.0	39.4	36.7	60.4	43.5	33.6	71.5	39.7	39.7
LOS by Move:	E	D	D	E	D	D+	E	D	C-	E	D	D
HCM2kAvgQ:	7	13	14	13	14	9	9	21	8	9	17	17

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #9: El Camino Real & Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	247	788	224	462	1212	260	334	1097	265	303	748	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	788	224	462	1212	260	334	1097	265	303	748	174
Added Vol:	0	9	0	7	2	0	2	3	0	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	797	224	469	1214	260	336	1100	265	310	753	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	797	224	469	1214	260	336	1100	265	310	753	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	797	224	469	1214	260	336	1100	265	310	753	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	797	224	469	1214	260	336	1100	265	310	753	174

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	1.00	0.83	1.00	0.97	0.83	1.00	0.92	0.69	0.98	1.00
Lanes:	2.00	2.35	0.65	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	4423	1243	3150	5700	1847	3150	3800	1750	2625	3036	701

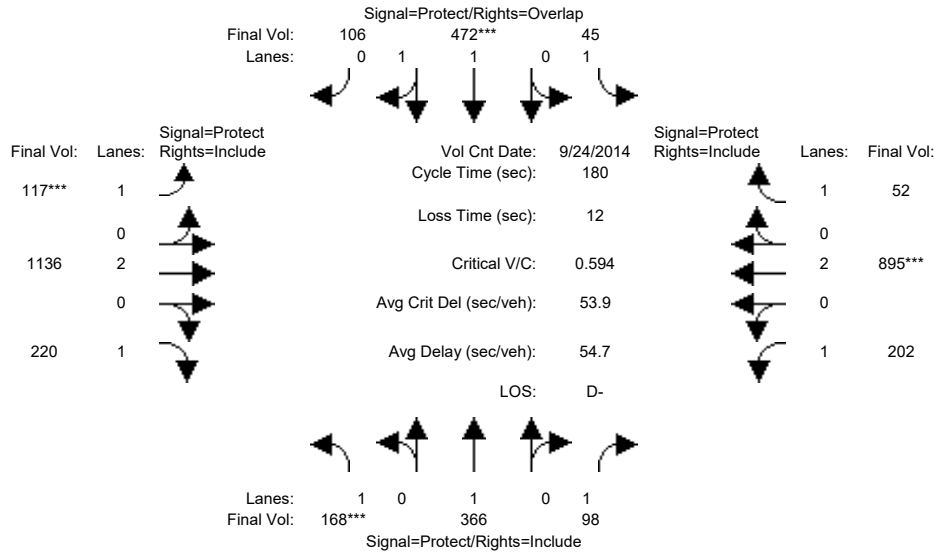
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.18	0.18	0.15	0.21	0.14	0.11	0.29	0.15	0.12	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	12.9	30.0	30.0	22.2	39.4	39.4	18.3	43.2	43.2	17.6	42.5	42.5
Volume/Cap:	0.76	0.75	0.75	0.84	0.68	0.45	0.73	0.84	0.44	0.84	0.73	0.73
Delay/Veh:	70.1	47.9	47.9	63.6	39.4	36.6	60.7	44.2	33.9	72.1	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	47.9	47.9	63.6	39.4	36.6	60.7	44.2	33.9	72.1	39.9	39.9
LOS by Move:	E	D	D	E	D	D+	E	D	C-	E	D	D
HCM2kAvgQ:	7	14	14	13	14	9	9	22	8	9	17	18

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

SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 << 5:15-6:15 PM											
Base Vol:	168	366	98	45	472	106	117	1136	220	202	895	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	366	98	45	472	106	117	1136	220	202	895	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	366	98	45	472	106	117	1136	220	202	895	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	366	98	45	472	106	117	1136	220	202	895	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	366	98	45	472	106	117	1136	220	202	895	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	366	98	45	472	106	117	1136	220	202	895	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3021	678	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.06	0.03	0.16	0.16	0.07	0.30	0.13	0.12	0.24	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.1	59.3	59.3	17.1	47.3	67.6	20.3	66.1	66.1	25.5	71.3	71.3
Volume/Cap:	0.59	0.58	0.17	0.27	0.59	0.42	0.59	0.81	0.34	0.81	0.59	0.07
Delay/Veh:	73.4	51.5	43.0	76.5	58.9	41.8	80.8	55.2	41.6	93.3	43.5	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	51.5	43.0	76.5	58.9	41.8	80.8	55.2	41.6	93.3	43.5	33.8
LOS by Move:	E	D-	D	E-	E+	D	F	E+	D	F	D	C-
HCM2kAvgQ:	10	17	4	3	14	12	7	29	9	14	19	2

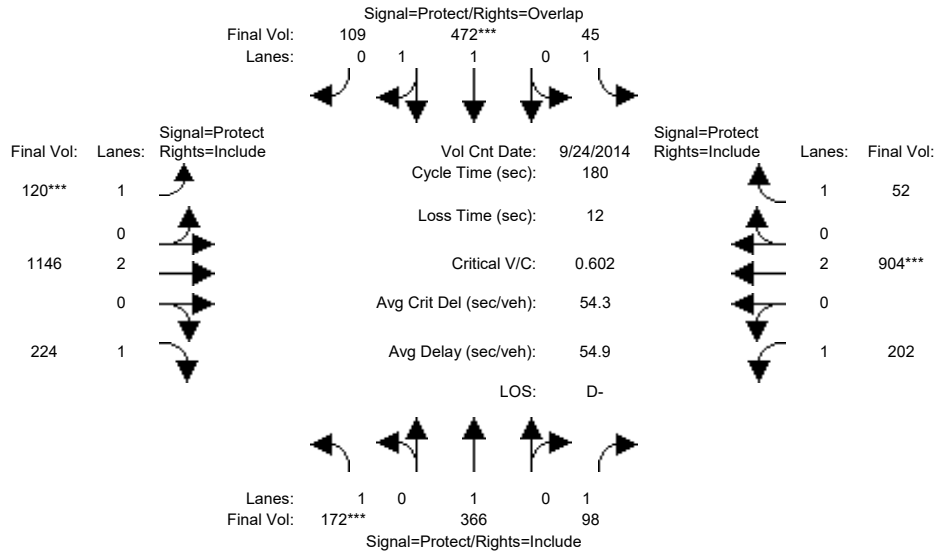
Note: Queue reported is the number of cars per lane.



SD16-0223  
Palo Alto PSB TIA  
Existing PM

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD

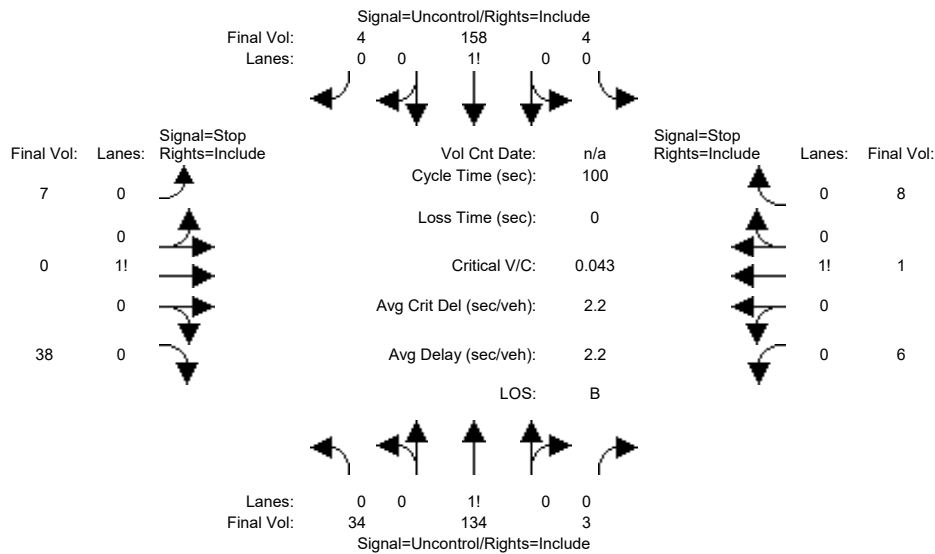


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:15-6:15 PM												
Base Vol:	168	366	98	45	472	106	117	1136	220	202	895	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	366	98	45	472	106	117	1136	220	202	895	52
Added Vol:	4	0	0	0	0	3	3	10	4	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	366	98	45	472	109	120	1146	224	202	904	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	366	98	45	472	109	120	1146	224	202	904	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	366	98	45	472	109	120	1146	224	202	904	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	366	98	45	472	109	120	1146	224	202	904	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3005	694	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.06	0.03	0.16	0.16	0.07	0.30	0.13	0.12	0.24	0.03
Crit Moves:	****			****			****			****		
Green Time:	29.4	59.3	59.3	17.1	47.0	67.5	20.5	66.3	66.3	25.4	71.1	71.1
Volume/Cap:	0.60	0.59	0.17	0.27	0.60	0.42	0.60	0.82	0.35	0.82	0.60	0.08
Delay/Veh:	73.5	51.6	43.0	76.5	59.4	41.9	81.0	55.4	41.5	94.1	43.9	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	51.6	43.0	76.5	59.4	41.9	81.0	55.4	41.5	94.1	43.9	34.0
LOS by Move:	E	D-	D	E-	E+	D	F	E+	D	F	D	C-
HCM2kAvgQ:	10	17	4	3	15	12	8	30	9	14	19	2

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

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

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	34	134	3	4	151	4	7	0	34	6	1	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:	34	134	3	4	151	4	7	0	34	6	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	7	0	0	0	4	0	0	0
Initial Fut:	34	134	3	4	158	4	7	0	38	6	1	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:	34	134	3	4	158	4	7	0	38	6	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	134	3	4	158	4	7	0	38	6	1	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	162	xxxx	xxxxxx	137	xxxx	xxxxxx	376	373	160	391	374	136
Potent Cap.:	1429	xxxx	xxxxxx	1459	xxxx	xxxxxx	585	561	890	572	560	919
Move Cap.:	1429	xxxx	xxxxxx	1459	xxxx	xxxxxx	567	545	890	537	545	919
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.04	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	818	xxxxxx	xxxx	690	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	10.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx				9.7			10.3	
ApproachLOS:		*			*			A			B	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	34 134 3	4 158 4	7 0 38	6 1 8
ApproachDel:	xxxxxx	xxxxxx	9.7	10.3

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=45]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=397]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=15]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=397]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

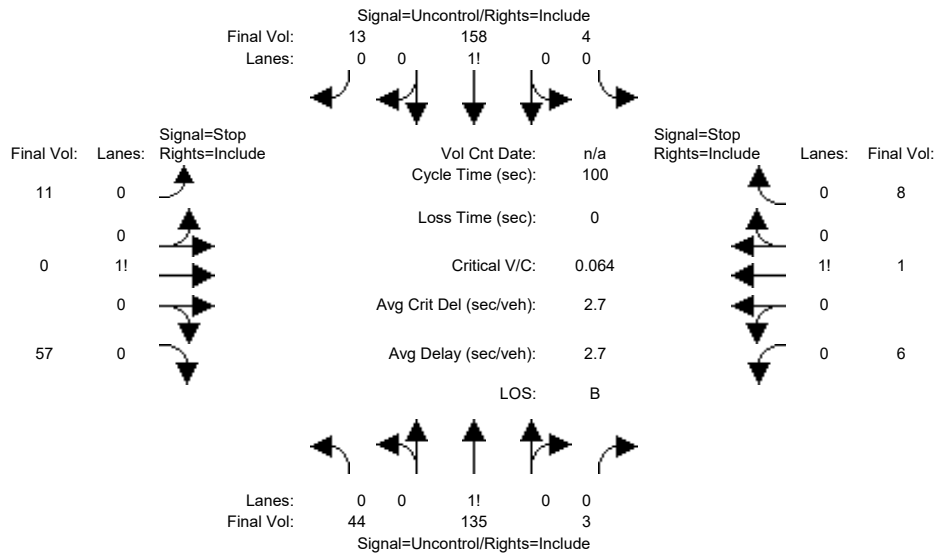
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	34 134 3	4 158 4	7 0 38	6 1 8
Major Street Volume:	337			
Minor Approach Volume:	45			
Minor Approach Volume Threshold:	509			

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project AM

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	34	134	3	4	151	4	7	0	34	6	1	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:	34	134	3	4	151	4	7	0	34	6	1	8
Added Vol:	10	1	0	0	0	9	4	0	19	0	0	0
PasserByVol:	0	0	0	0	7	0	0	0	4	0	0	0
Initial Fut:	44	135	3	4	158	13	11	0	57	6	1	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:	44	135	3	4	158	13	11	0	57	6	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	44	135	3	4	158	13	11	0	57	6	1	8

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	171	xxxx	xxxxx	138	xxxx	xxxxx	402	399	165	426	404	137
Potent Cap.:	1418	xxxx	xxxxx	1458	xxxx	xxxxx	563	542	885	543	539	917
Move Cap.:	1418	xxxx	xxxxx	1458	xxxx	xxxxx	542	524	885	494	520	917
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.06	0.01	0.00	0.01

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	803	xxxxx	xxxx	659	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	9.9	xxxxx	xxxxxx	10.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.9	xxxxxxx	xxxxxxx	10.6	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	A	*	*	B	*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	44 135 3	4 158 13	11 0 57	6 1 8
ApproachDel:	xxxxxxx	xxxxxxx	9.9	10.6

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=68]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=440]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=15]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=440]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	44 135 3	4 158 13	11 0 57	6 1 8

Major Street Volume: 357  
Minor Approach Volume: 68  
Minor Approach Volume Threshold: 494

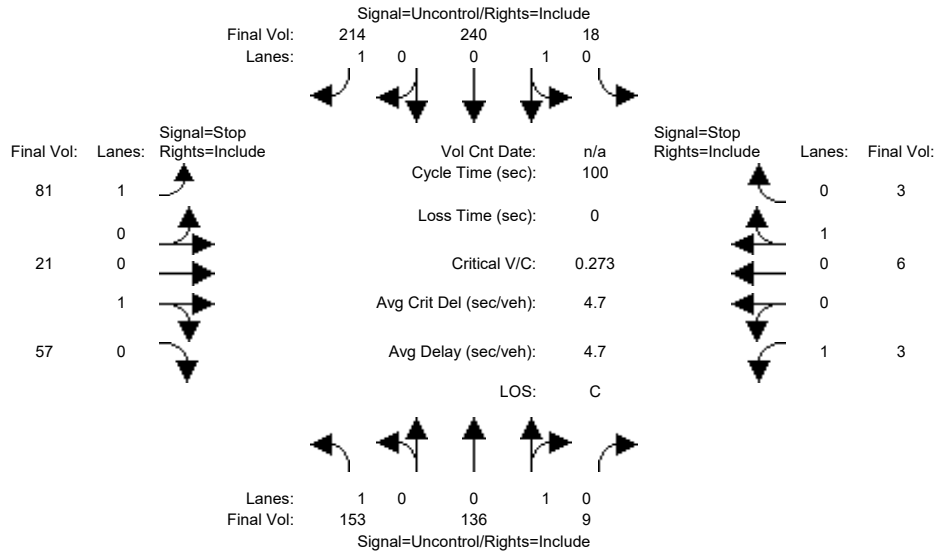
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #2: Park Blvd & Page Mill Rd



Street Name: Park Blvd Page Mill Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUp Time.

Table with 12 columns representing movements and 4 rows of capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #2 Park Blvd & Page Mill Rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 136 9	18 240 214	81 21 57	3 6 3
ApproachDel:	xxxxxx	xxxxxx	17.2	18.4

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.8]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=159]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=941]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=12]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=941]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #2 Park Blvd & Page Mill Rd  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

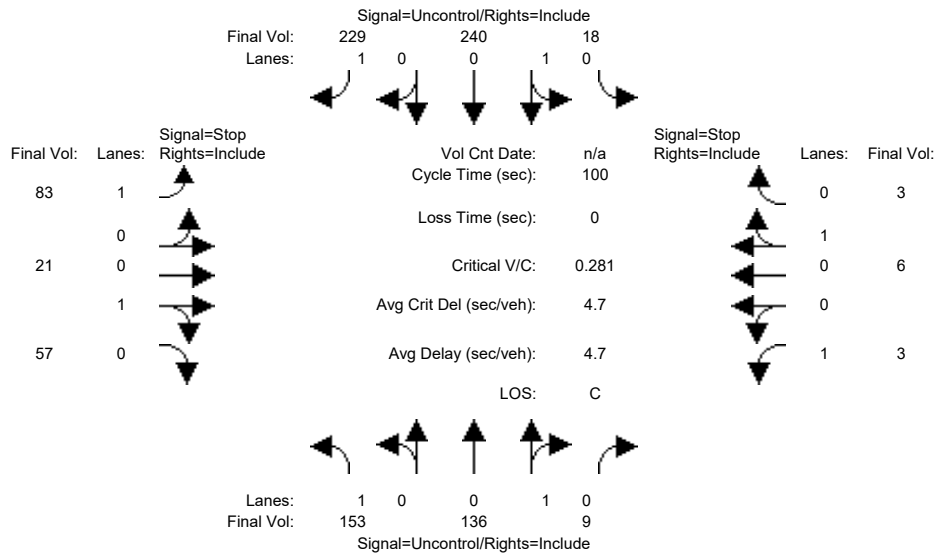
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 136 9	18 240 214	81 21 57	3 6 3
Major Street Volume:	770			
Minor Approach Volume:	159			
Minor Approach Volume Threshold:	486			

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project AM

Intersection #2: Park Blvd & Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	153	134	7	3	221	206	65	5	51	3	4	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:	153	134	7	3	221	206	65	5	51	3	4	1
Added Vol:	0	0	0	0	0	15	2	0	0	0	0	0
PasserByVol:	0	2	2	15	19	8	16	16	6	0	2	2
Initial Fut:	153	136	9	18	240	229	83	21	57	3	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	136	9	18	240	229	83	21	57	3	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	153	136	9	18	240	229	83	21	57	3	6	3

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	469	xxxx	xxxxxx	145	xxxx	xxxxxx	727	727	240	876	952	141
Potent Cap.:	1103	xxxx	xxxxxx	1450	xxxx	xxxxxx	342	353	804	272	262	913
Move Cap.:	1103	xxxx	xxxxxx	1450	xxxx	xxxxxx	296	300	804	212	223	913
Volume/Cap:	0.14	xxxx	xxxx	0.01	xxxx	xxxx	0.28	0.07	0.07	0.01	0.03	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.5	xxxx	xxxxxx	0.0	xxxx	xxxxxx	1.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	8.8	xxxx	xxxxxx	7.5	xxxx	xxxxxx	21.9	xxxx	xxxxxx	22.3	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	554	xxxx	xxxx	297
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.5	xxxxxx	xxxx	0.1
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	12.6	xxxxxx	xxxx	17.5
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx	xxxxxxx					17.4			18.7		
ApproachLOS:	*	*					C			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 136 9	18 240 229	83 21 57	3 6 3
ApproachDel:	xxxxxxx	xxxxxxx	17.4	18.7

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.8]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=161]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=958]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=12]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=958]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	153 136 9	18 240 229	83 21 57	3 6 3

Major Street Volume: 785  
 Minor Approach Volume: 161  
 Minor Approach Volume Threshold: 478

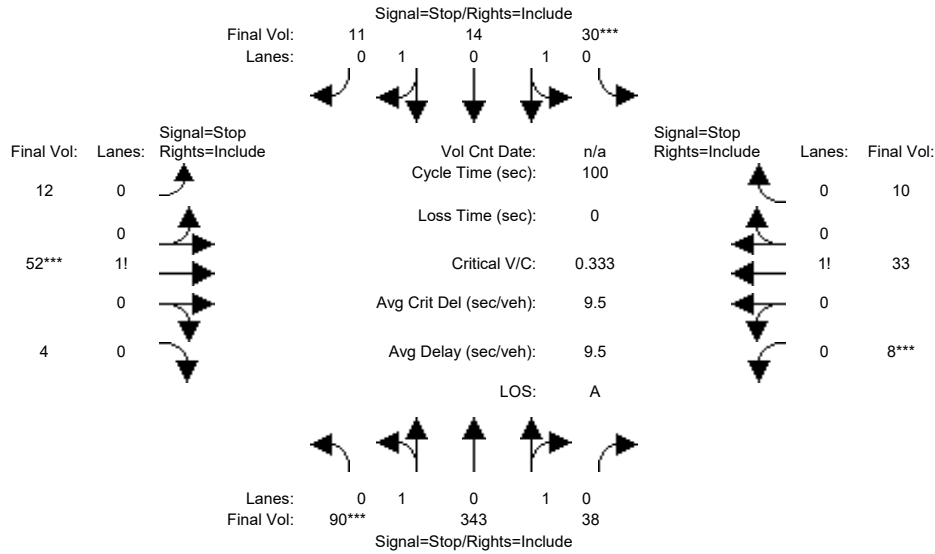
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	69	343	38	30	14	11	12	48	4	8	33	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	343	38	30	14	11	12	48	4	8	33	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	21	0	0	0	0	0	0	4	0	0	0	0
Initial Fut:	90	343	38	30	14	11	12	52	4	8	33	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	343	38	30	14	11	12	52	4	8	33	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	343	38	30	14	11	12	52	4	8	33	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	343	38	30	14	11	12	52	4	8	33	10

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	1.46	0.16	1.00	0.60	0.40	0.18	0.76	0.06	0.16	0.65	0.19
Final Sat.:	270	1065	121	611	422	281	118	510	39	105	435	132

Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.31	0.05	0.03	0.04	0.10	0.10	0.10	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	9.8	9.6	8.7	7.8	7.8	8.6	8.6	8.6	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	9.8	9.6	8.7	7.8	7.8	8.6	8.6	8.6	8.4	8.4	8.4
LOS by Move:	B	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.9			8.3			8.6			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			8.3			8.6			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.5	0.4	0.4	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #3 Birch St & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	90	343		38		30	14		11		12	52		4		8	33		10	
Major Street Volume:									526											
Minor Approach Volume:									68											
Minor Approach Volume Threshold:	506																			

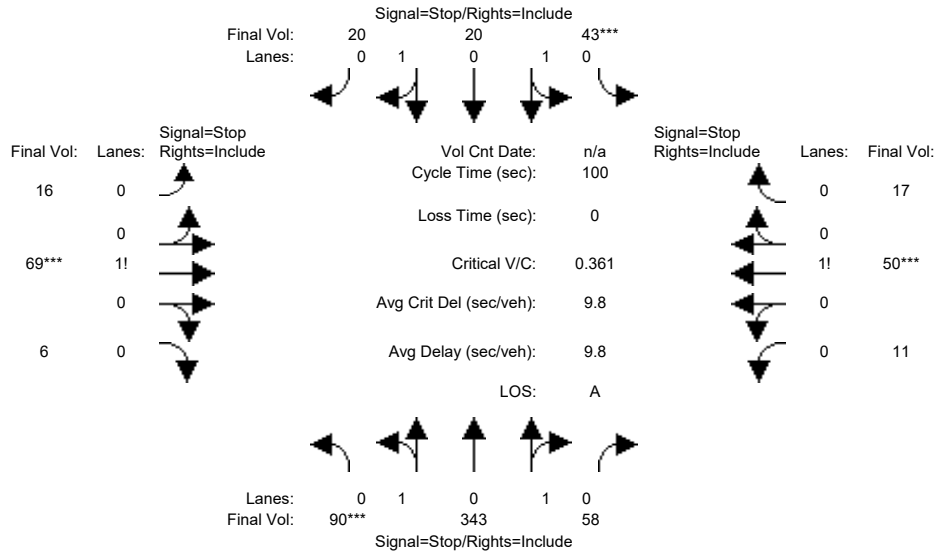
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Background+Project AM

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	69	343	38	30	14	11	12	48	4	8	33	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	343	38	30	14	11	12	48	4	8	33	10
Added Vol:	0	0	20	13	6	9	4	17	2	3	17	7
PasserByVol:	21	0	0	0	0	0	0	4	0	0	0	0
Initial Fut:	90	343	58	43	20	20	16	69	6	11	50	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	343	58	43	20	20	16	69	6	11	50	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	343	58	43	20	20	16	69	6	11	50	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:	90	343	58	43	20	20	16	69	6	11	50	17

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	1.40	0.23	1.00	0.52	0.48	0.17	0.76	0.07	0.14	0.64	0.22
Final Sat.:	250	988	172	586	352	327	113	489	43	92	418	142

Capacity Analysis Module:												
Vol/Sat:	0.36	0.35	0.34	0.07	0.06	0.06	0.14	0.14	0.14	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	10.7	10.3	9.9	9.1	8.1	8.1	9.0	9.0	9.0	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.3	9.9	9.1	8.1	8.1	9.0	9.0	9.0	8.8	8.8	8.8
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		10.3			8.6			9.0			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			8.6			9.0			8.8	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Birch St & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	T	R		L	T	R		L	T	R	L	T	R						
Control:	Stop Sign				Stop Sign				Stop Sign			Stop Sign								
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	90	343		58		43	20		20		16	69		6		11	50		17	
Major Street Volume:					574															
Minor Approach Volume:					91															
Minor Approach Volume Threshold:					476															

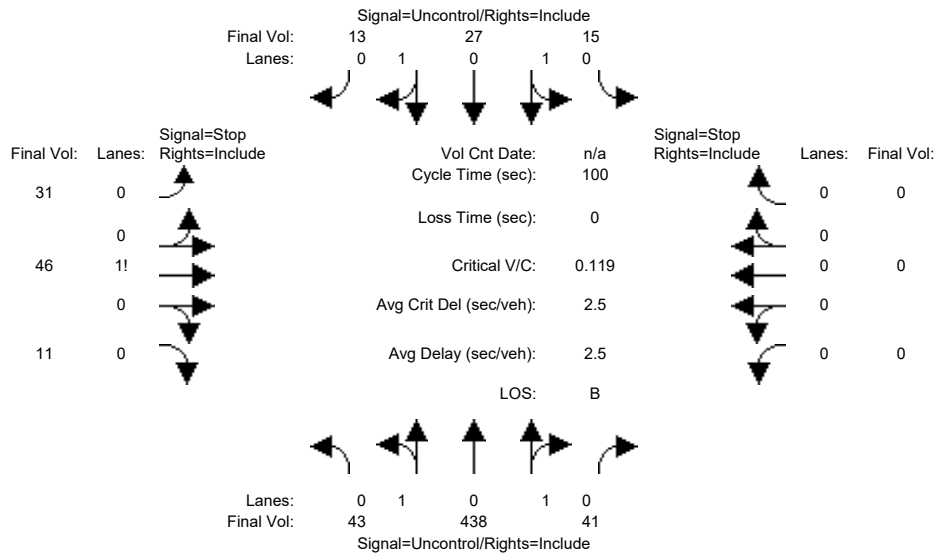
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #4: Birch St & Grant Ave



Street Name:	Birch St						Grant Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	39	417	32	15	27	13	31	35	11	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:	39	417	32	15	27	13	31	35	11	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	21	9	0	0	0	0	11	0	0	0	0
Initial Fut:	43	438	41	15	27	13	31	46	11	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:	43	438	41	15	27	13	31	46	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	438	41	15	27	13	31	46	11	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	40	xxxx	xxxxx	479	xxxx	xxxxx	369	629	20	xxxx	xxxx	xxxxx
Potent Cap.:	1583	xxxx	xxxxx	1094	xxxx	xxxxx	610	402	1060	xxxx	xxxx	xxxxx
Move Cap.:	1583	xxxx	xxxxx	1094	xxxx	xxxxx	591	385	1060	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.12	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	483	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxxx	14.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			14.1			xxxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	43 438 41	15 27 13	31 46 11	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	14.1	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=88]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=665]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	43 438 41	15 27 13	31 46 11	0 0 0 0

Major Street Volume: 577  
 Minor Approach Volume: 88  
 Minor Approach Volume Threshold: 474

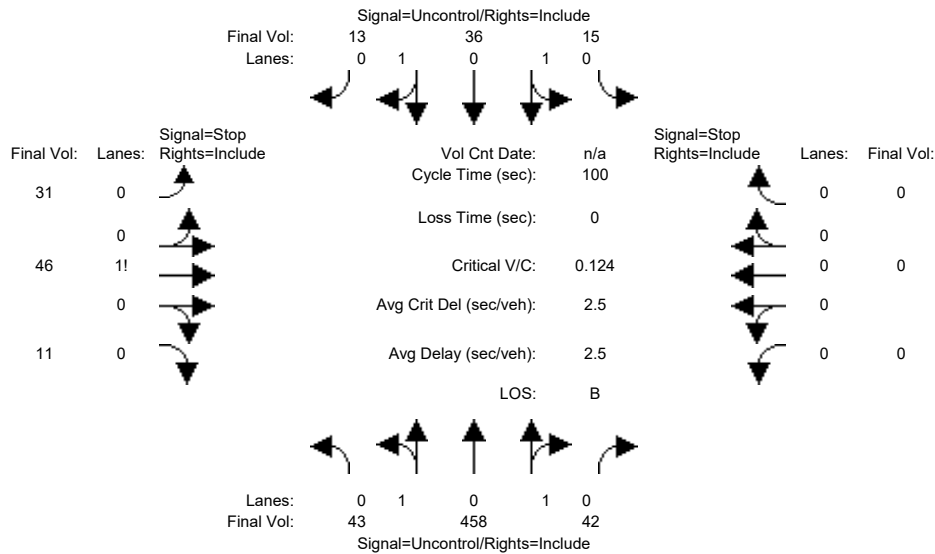
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project AM

Intersection #4: Birch St & Grant Ave



Street Name: Birch St Grant Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	39	417	32	15	27	13	31	35	11	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:	39	417	32	15	27	13	31	35	11	0	0	0
Added Vol:	0	20	1	0	9	0	0	0	0	0	0	0
PasserByVol:	4	21	9	0	0	0	0	11	0	0	0	0
Initial Fut:	43	458	42	15	36	13	31	46	11	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:	43	458	42	15	36	13	31	46	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	458	42	15	36	13	31	46	11	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	49	xxxx	xxxxx	500	xxxx	xxxxx	388	659	25	xxxx	xxxx	xxxxx
Potent Cap.:	1571	xxxx	xxxxx	1075	xxxx	xxxxx	594	386	1053	xxxx	xxxx	xxxxx
Move Cap.:	1571	xxxx	xxxxx	1075	xxxx	xxxxx	574	370	1053	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.12	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	466	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxxx	14.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	14.5	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	43 458 42	15 36 13	31 46 11	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	14.5	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=88]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=695]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	43 458 42	15 36 13	31 46 11	0 0 0 0

Major Street Volume: 607  
Minor Approach Volume: 88  
Minor Approach Volume Threshold: 457

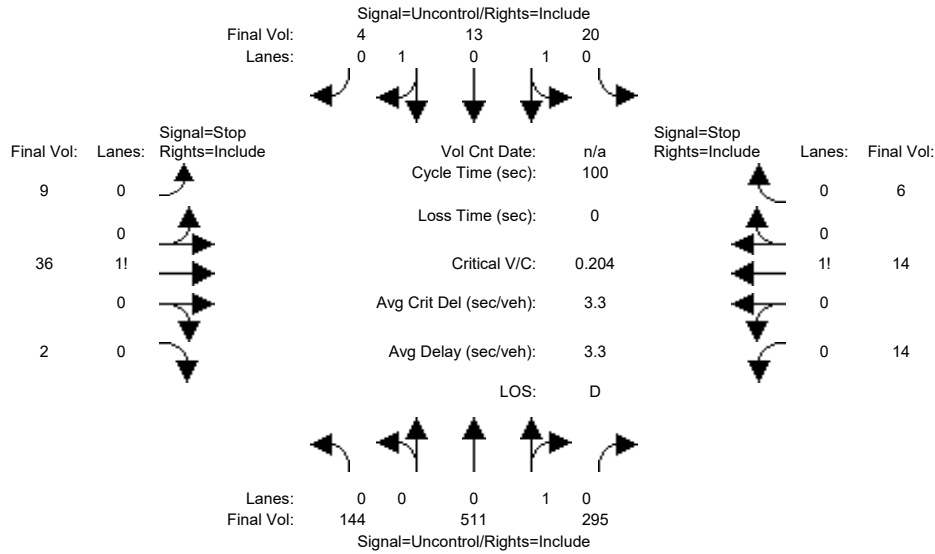
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #5: Birch St & Sheridan Ave



Street Name: Birch St Sheridan Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	477	246	20	13	4	9	36	2	8	14	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:	144	477	246	20	13	4	9	36	2	8	14	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	34	49	0	0	0	0	0	0	6	0	0
Initial Fut:	144	511	295	20	13	4	9	36	2	14	14	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	511	295	20	13	4	9	36	2	14	14	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	511	295	20	13	4	9	36	2	14	14	6

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	17	xxxx	xxxxxx	806	xxxx	xxxxxx	1012	1149	9	1011	1004	659
Potent Cap.:	1613	xxxx	xxxxxx	828	xxxx	xxxxxx	220	200	1079	220	244	467
Move Cap.:	1613	xxxx	xxxxxx	828	xxxx	xxxxxx	188	176	1079	169	215	467
Volume/Cap:	0.09	xxxx	xxxx	0.02	xxxx	xxxx	0.05	0.20	0.00	0.08	0.07	0.01

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	185	xxxxxx	xxxx	211	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	0.6	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.5	xxxx	xxxxxx	xxxxxx	31.0	xxxxxx	xxxxxx	25.3	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxxx		xxxxxxx					31.0			25.3	
ApproachLOS:	*		*					D			D	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 511 295	20 13 4	9 36 2	14 14 6
ApproachDel:	xxxxxxx	xxxxxxx	31.0	25.3

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=47]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1068]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=34]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1068]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 511 295	20 13 4	9 36 2	14 14 6

Major Street Volume: 987  
Minor Approach Volume: 47  
Minor Approach Volume Threshold: 289

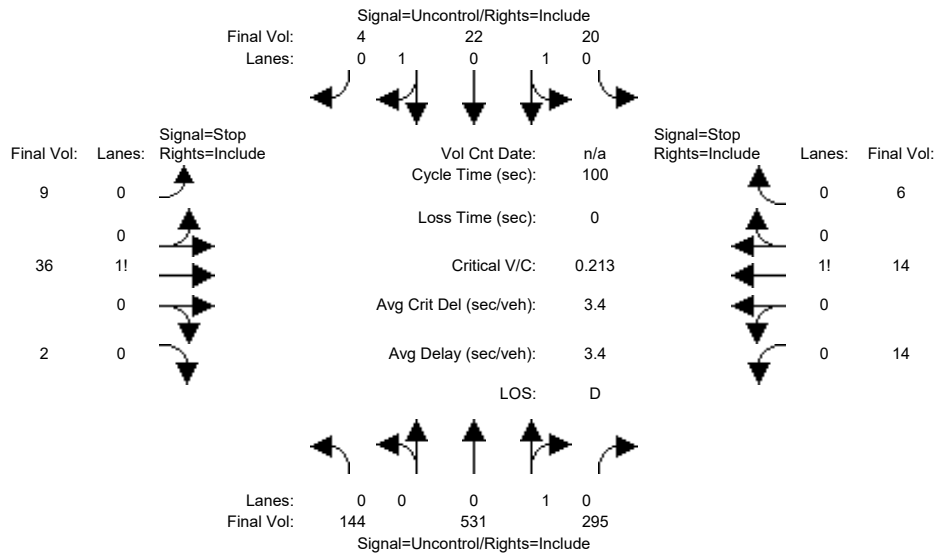
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background+Project AM

Intersection #5: Birch St & Sheridan Ave



Street Name: Birch St Sheridan Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 12 rows representing volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with 12 columns representing movements and 12 rows representing critical gap and follow-up time metrics: Critical Gap, FollowUpTim.

Table with 12 columns representing movements and 12 rows representing capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with 12 columns representing movements and 12 rows representing level of service metrics: 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #5 Birch St & Sheridan Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 531 295	20 22 4	9 36 2	14 14 6
ApproachDel:	xxxxxxx	xxxxxxx	32.5	26.3

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=47]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1097]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=34]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1097]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	144 531 295	20 22 4	9 36 2	14 14 6

Major Street Volume: 1016  
Minor Approach Volume: 47  
Minor Approach Volume Threshold: 279

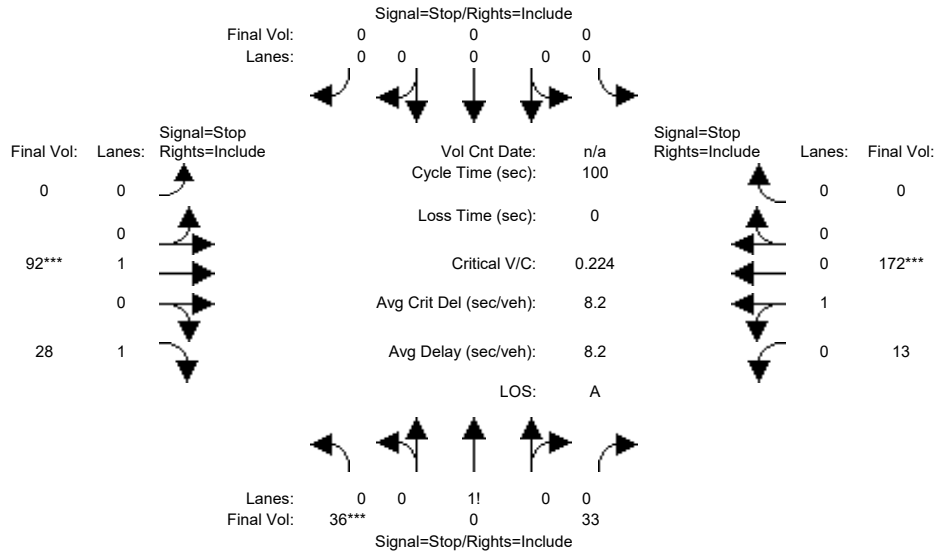
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	7	0	0	0	0
Initial Fut:	36	0	33	0	0	0	0	92	28	13	172	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:	36	0	33	0	0	0	0	92	28	13	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	33	0	0	0	0	92	28	13	172	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:	36	0	33	0	0	0	0	92	28	13	172	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.00	1.00	0.07	0.93	0.00
Final Sat.:	408	0	374	0	0	0	0	742	867	58	769	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	0.12	0.03	0.22	0.22	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.8	0.0	7.8	0.0	0.0	0.0	0.0	8.1	6.9	8.5	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	0.0	7.8	0.0	0.0	0.0	0.0	8.1	6.9	8.5	8.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.8			xxxxxx			7.8			8.5		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	7.8			xxxxxx			7.8			8.5		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	36	0	33	0	0	0	0	92	28	13	172	0
Major Street Volume:							305					
Minor Approach Volume:							69					
Minor Approach Volume Threshold:	694											

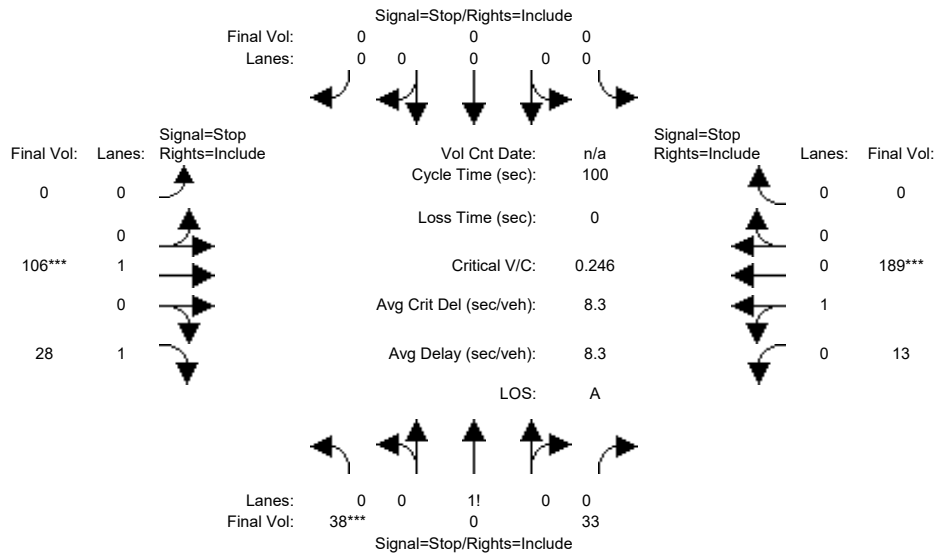
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Background+Project AM

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	36	0	33	0	0	0	0	85	28	13	172	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:	36	0	33	0	0	0	0	85	28	13	172	0
Added Vol:	2	0	0	0	0	0	0	14	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	7	0	0	0	0
Initial Fut:	38	0	33	0	0	0	0	106	28	13	189	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:	38	0	33	0	0	0	0	106	28	13	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	33	0	0	0	0	106	28	13	189	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:	38	0	33	0	0	0	0	106	28	13	189	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.00	0.46	0.00	0.00	0.00	0.00	1.00	1.00	0.06	0.94	0.00
Final Sat.:	409	0	355	0	0	0	0	738	863	53	769	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	0.14	0.03	0.25	0.25	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.9	0.0	7.9	0.0	0.0	0.0	0.0	8.3	6.9	8.7	8.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	7.9	0.0	0.0	0.0	0.0	8.3	6.9	8.7	8.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.9			xxxxxx				8.0			8.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	7.9			xxxxxx				8.0			8.7	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #6 Ash St & California Ave

\*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	38	0	33	0	0	0	0	106	28	13	189	0
Major Street Volume:							336					
Minor Approach Volume:							71					
Minor Approach Volume Threshold:	661											

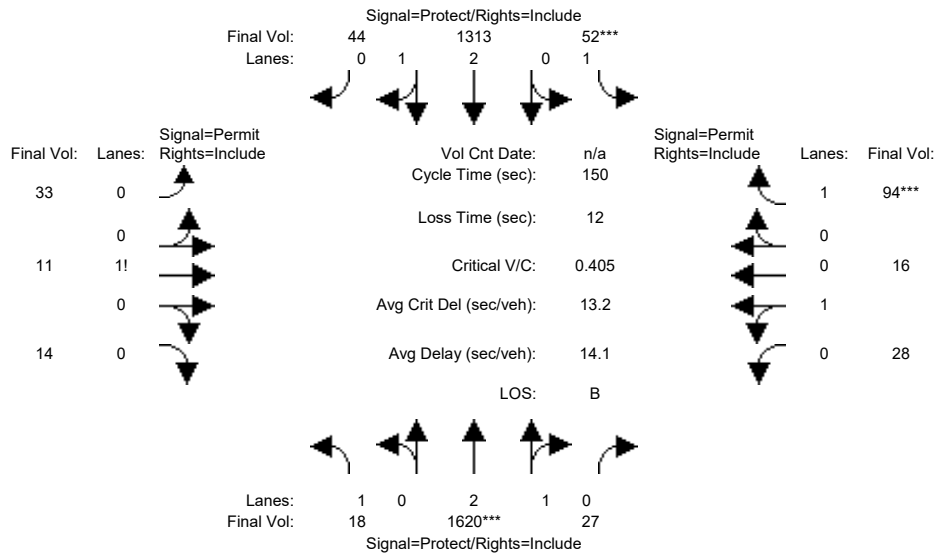
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	1529	26	49	1224	42	33	9	14	28	16	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1529	26	49	1224	42	33	9	14	28	16	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	91	1	3	89	2	0	2	0	0	0	0
Initial Fut:	18	1620	27	52	1313	44	33	11	14	28	16	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1620	27	52	1313	44	33	11	14	28	16	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1620	27	52	1313	44	33	11	14	28	16	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	18	1620	27	52	1313	44	33	11	14	28	16	94

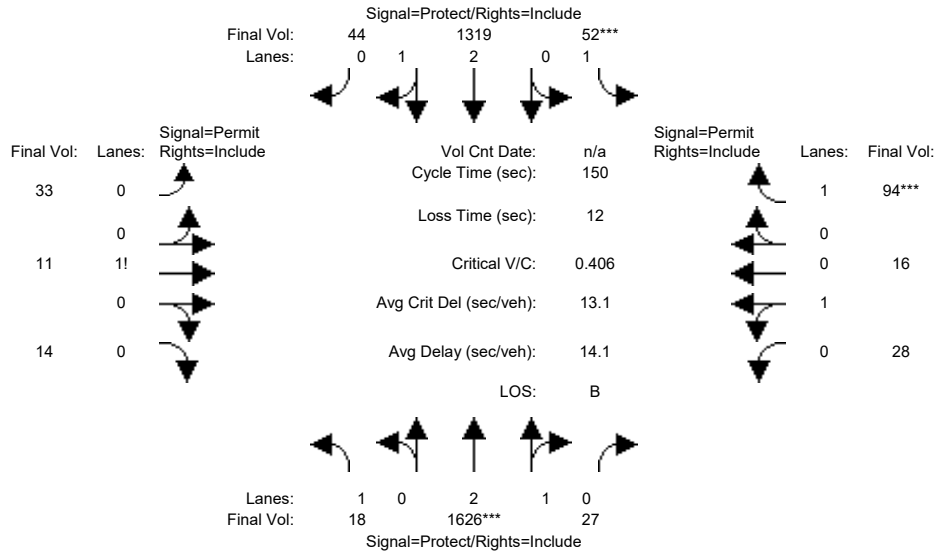
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.89	0.11	0.58	0.18	0.24	0.66	0.34	1.00
Final Sat.:	1750	5599	93	1750	5500	184	1011	337	429	1147	655	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.03	0.24	0.24	0.03	0.03	0.03	0.02	0.02	0.05
Crit Moves:	****		****									****
Green Time:	19.3	107	107.1	11.0	98.8	98.8	19.9	19.9	19.9	19.9	19.9	19.9
Volume/Cap:	0.08	0.41	0.41	0.41	0.36	0.36	0.25	0.25	0.25	0.18	0.18	0.41
Uniform Del:	57.5	8.6	8.6	66.4	11.5	11.5	58.3	58.3	58.3	57.8	57.8	59.6
IncrcmntDel:	0.2	0.1	0.1	2.1	0.1	0.1	0.5	0.5	0.5	0.4	0.4	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	8.7	8.7	68.5	11.5	11.5	58.9	58.9	58.9	58.2	58.2	60.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	8.7	8.7	68.5	11.5	11.5	58.9	58.9	58.9	58.2	58.2	60.8
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	E+	E+	E+	E
HCM2kAvgQ:	1	10	10	3	9	9	3	3	3	2	2	5

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

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	17	1529	26	49	1224	42	33	9	14	28	16	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1529	26	49	1224	42	33	9	14	28	16	94
Added Vol:	0	6	0	0	6	0	0	0	0	0	0	0
PasserByVol:	1	91	1	3	89	2	0	2	0	0	0	0
Initial Fut:	18	1626	27	52	1319	44	33	11	14	28	16	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1626	27	52	1319	44	33	11	14	28	16	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1626	27	52	1319	44	33	11	14	28	16	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	18	1626	27	52	1319	44	33	11	14	28	16	94

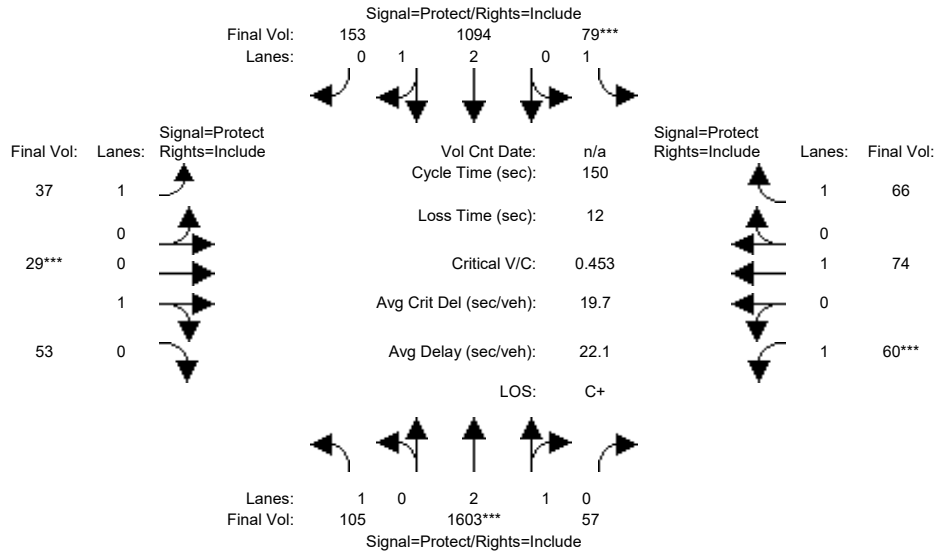
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.58	0.18	0.24	0.66	0.34	1.00
Final Sat.:	1750	5599	93	1750	5501	183	1011	337	429	1147	655	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.03	0.24	0.24	0.03	0.03	0.03	0.02	0.02	0.05
Crit Moves:	****			****								****
Green Time:	19.3	107	107.2	11.0	98.9	98.9	19.8	19.8	19.8	19.8	19.8	19.8
Volume/Cap:	0.08	0.41	0.41	0.41	0.36	0.36	0.25	0.25	0.25	0.18	0.18	0.41
Uniform Del:	57.6	8.6	8.6	66.4	11.4	11.4	58.4	58.4	58.4	57.9	57.9	59.7
IncrementDel:	0.2	0.1	0.1	2.1	0.1	0.1	0.6	0.6	0.6	0.4	0.4	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	8.7	8.7	68.5	11.5	11.5	58.9	58.9	58.9	58.3	58.3	60.9
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:	57.7	8.7	8.7	68.5	11.5	11.5	58.9	58.9	58.9	58.3	58.3	60.9
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	E+	E+	E+	E
HCM2kAvgQ:	1	10	10	3	9	9	3	3	3	2	2	5

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

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	100	1513	54	60	1023	144	33	27	53	60	74	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1513	54	60	1023	144	33	27	53	60	74	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	90	3	19	71	9	4	2	0	0	0	1
Initial Fut:	105	1603	57	79	1094	153	37	29	53	60	74	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1603	57	79	1094	153	37	29	53	60	74	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1603	57	79	1094	153	37	29	53	60	74	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	105	1603	57	79	1094	153	37	29	53	60	74	66

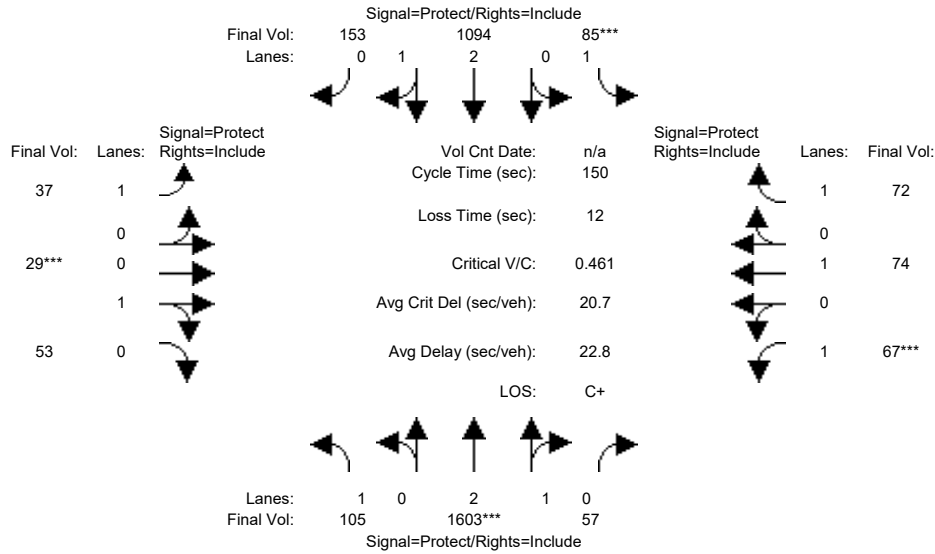
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.60	0.40	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5488	195	1750	4949	692	1750	637	1164	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.05	0.22	0.22	0.02	0.05	0.05	0.03	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.8	96.6	96.6	14.9	87.8	87.8	10.9	15.1	15.1	11.3	15.5	15.5
Volume/Cap:	0.38	0.45	0.45	0.45	0.38	0.38	0.29	0.45	0.45	0.45	0.38	0.36
Uniform Del:	56.5	13.4	13.4	63.7	16.6	16.6	65.9	63.6	63.6	66.4	62.7	62.6
IncrcmntDel:	0.9	0.1	0.1	1.9	0.1	0.1	1.3	1.8	1.8	2.5	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.3	13.5	13.5	65.6	16.6	16.6	67.2	65.4	65.4	68.8	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	13.5	13.5	65.6	16.6	16.6	67.2	65.4	65.4	68.8	63.9	63.9
LOS by Move:	E+	B	B	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	5	12	12	4	10	10	2	4	4	3	3	3

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

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	100	1513	54	60	1023	144	33	27	53	60	74	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1513	54	60	1023	144	33	27	53	60	74	65
Added Vol:	0	0	0	6	0	0	0	0	0	7	0	6
PasserByVol:	5	90	3	19	71	9	4	2	0	0	0	1
Initial Fut:	105	1603	57	85	1094	153	37	29	53	67	74	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1603	57	85	1094	153	37	29	53	67	74	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1603	57	85	1094	153	37	29	53	67	74	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	1603	57	85	1094	153	37	29	53	67	74	72

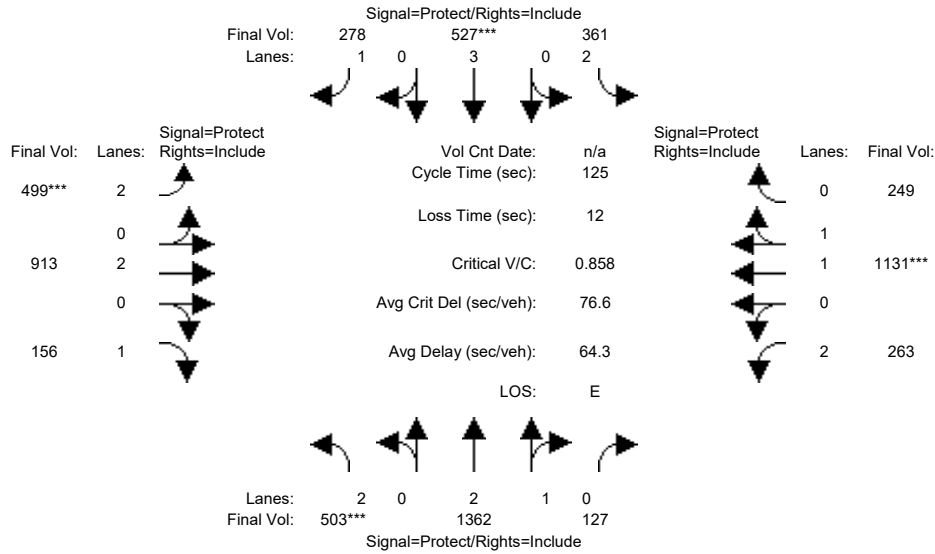
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.60	0.40	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5488	195	1750	4949	692	1750	637	1164	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.05	0.22	0.22	0.02	0.05	0.05	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.6	95.0	95.0	15.8	87.1	87.1	11.2	14.8	14.8	12.4	16.0	16.0
Volume/Cap:	0.38	0.46	0.46	0.46	0.38	0.38	0.28	0.46	0.46	0.46	0.36	0.38
Uniform Del:	56.6	14.3	14.3	63.1	16.9	16.9	65.6	63.8	63.8	65.6	62.2	62.4
IncrcmntDel:	0.9	0.1	0.1	1.8	0.1	0.1	1.2	1.9	1.9	2.3	1.1	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.5	14.4	14.4	64.9	17.0	17.0	66.8	65.7	65.7	67.9	63.4	63.7
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:	57.5	14.4	14.4	64.9	17.0	17.0	66.8	65.7	65.7	67.9	63.4	63.7
LOS by Move:	E+	B	B	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	5	13	13	4	10	10	2	4	4	4	3	4

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

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

Intersection #9: El Camino Real & Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd					
	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	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	474	1275	116	333	494	262	484	884	147	259	1113	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1275	116	333	494	262	484	884	147	259	1113	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	29	87	11	28	33	16	15	29	9	4	18	2
Initial Fut:	503	1362	127	361	527	278	499	913	156	263	1131	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	1362	127	361	527	278	499	913	156	263	1131	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	1362	127	361	527	278	499	913	156	263	1131	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	1362	127	361	527	278	499	913	156	263	1131	249

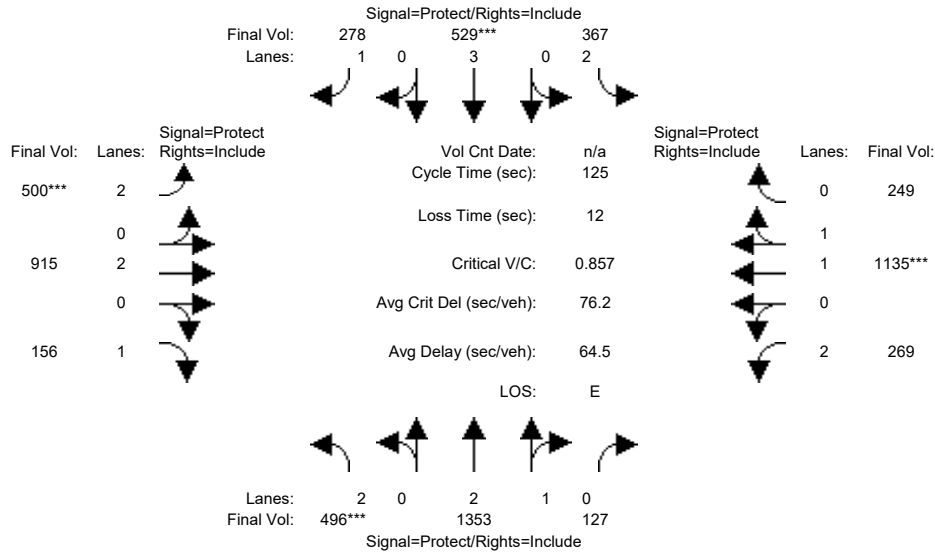
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.74	0.26	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	5201	485	3150	5700	1847	3150	3800	1750	2625	3098	682

Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.11	0.09	0.15	0.16	0.24	0.09	0.10	0.37	0.37
Crit Moves:	***			***			***			***		
Green Time:	19.4	34.4	34.4	15.0	30.0	30.0	19.2	44.9	44.9	18.7	44.4	44.4
Volume/Cap:	1.03	0.95	0.95	0.95	0.39	0.63	1.03	0.67	0.25	0.67	1.03	1.03
Uniform Del:	52.8	44.5	44.5	54.6	39.8	42.5	52.9	33.8	28.2	50.2	40.3	40.3
IncrementDel:	48.3	14.0	14.0	35.7	0.8	6.6	48.4	2.6	0.9	8.7	32.2	32.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	101.1	58.5	58.5	90.3	40.6	49.1	101.3	36.4	29.1	59.0	72.6	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	58.5	58.5	90.3	40.6	49.1	101.3	36.4	29.1	59.0	72.6	72.6
LOS by Move:	F	E+	E+	F	D	D	F	D+	C	E+	E	E
HCM2kAvgQ:	17	23	25	12	6	11	17	15	4	7	35	36

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

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

Intersection #9: El Camino Real & Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	474	1275	116	333	494	262	484	884	147	259	1113	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1275	116	333	494	262	484	884	147	259	1113	247
Added Vol:	0	7	0	6	2	0	1	2	0	6	4	0
PasserByVol:	22	71	11	28	33	16	15	29	9	4	18	2
Initial Fut:	496	1353	127	367	529	278	500	915	156	269	1135	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	1353	127	367	529	278	500	915	156	269	1135	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1353	127	367	529	278	500	915	156	269	1135	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	496	1353	127	367	529	278	500	915	156	269	1135	249

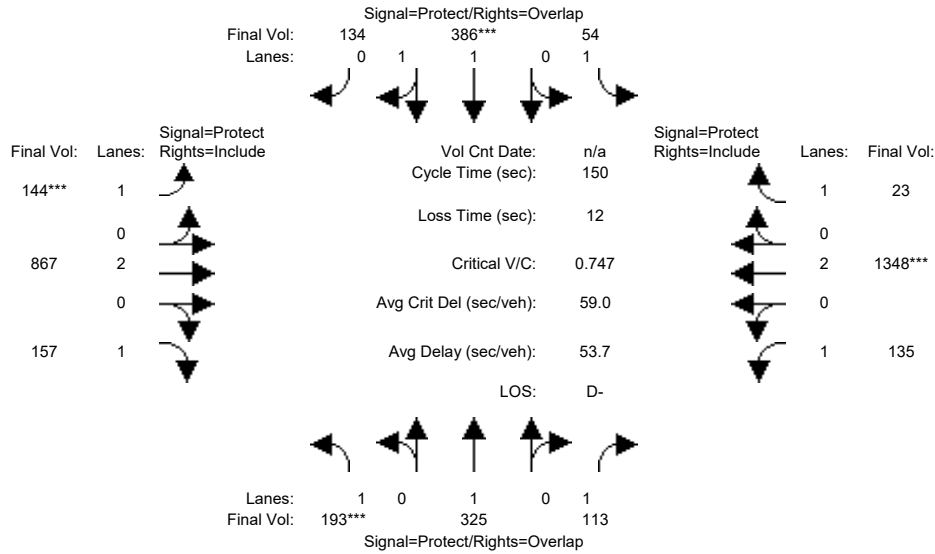
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.74	0.26	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	5198	488	3150	5700	1847	3150	3800	1750	2625	3100	680

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.26	0.26	0.12	0.09	0.15	0.16	0.24	0.09	0.10	0.37	0.37
Crit Moves:	***			****			****			****		
Green Time:	19.2	34.0	34.0	15.2	30.0	30.0	19.3	44.8	44.8	19.1	44.5	44.5
Volume/Cap:	1.03	0.96	0.96	0.96	0.39	0.63	1.03	0.67	0.25	0.67	1.03	1.03
Uniform Del:	52.9	44.8	44.8	54.6	39.8	42.5	52.8	33.9	28.3	50.0	40.2	40.2
IncrementDel:	48.2	14.9	14.9	36.6	0.8	6.6	48.0	2.7	0.9	8.7	31.8	31.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	101.1	59.7	59.7	91.2	40.6	49.1	100.9	36.6	29.2	58.7	72.0	72.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	59.7	59.7	91.2	40.6	49.1	100.9	36.6	29.2	58.7	72.0	72.0
LOS by Move:	F	E+	E+	F	D	D	F	D+	C	E+	E	E
HCM2kAvgQ:	17	24	25	12	6	11	17	15	4	7	35	36

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

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	192	324	113	51	366	127	144	863	157	135	1308	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	324	113	51	366	127	144	863	157	135	1308	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	1	0	3	20	7	0	4	0	0	40	0
Initial Fut:	193	325	113	54	386	134	144	867	157	135	1348	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	325	113	54	386	134	144	867	157	135	1348	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	325	113	54	386	134	144	867	157	135	1348	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	325	113	54	386	134	144	867	157	135	1348	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2760	958	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

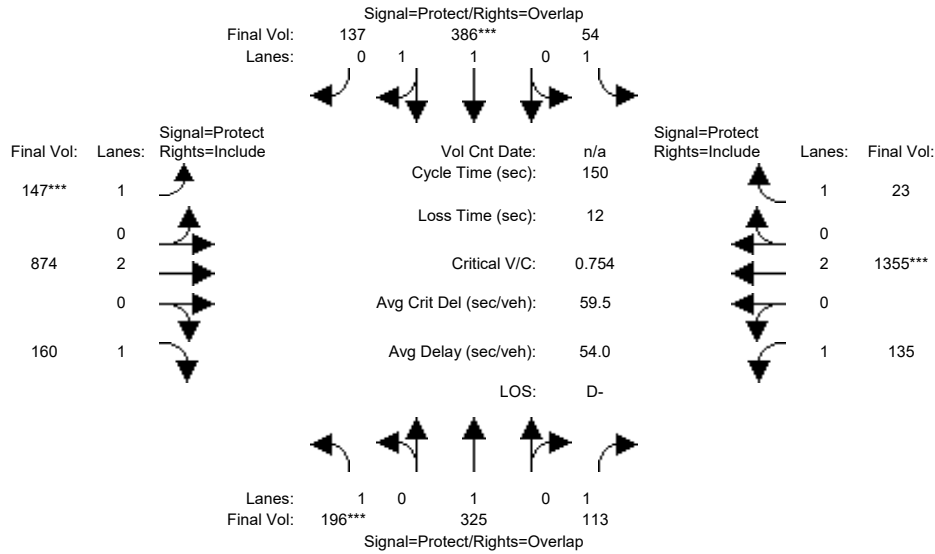
Vol/Sat:	0.11	0.17	0.06	0.03	0.14	0.14	0.08	0.23	0.09	0.08	0.35	0.01
Crit Moves:	****			****			****			****		
Green Time:	22.1	39.5	61.6	10.8	28.1	44.6	16.5	65.6	65.6	22.2	71.2	71.2
Volume/Cap:	0.75	0.65	0.16	0.43	0.75	0.47	0.75	0.52	0.21	0.52	0.75	0.03
Uniform Del:	61.2	49.1	27.8	66.7	57.6	43.0	64.7	30.8	26.1	59.0	32.0	21.0
IncrementDel:	11.3	3.0	0.1	2.4	4.4	0.3	14.8	0.3	0.1	1.9	1.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.52	1.52	1.12	1.60	1.60
Delay/Veh:	72.6	52.1	27.9	69.0	62.0	43.4	84.8	47.0	39.7	67.8	53.1	33.6
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:	72.6	52.1	27.9	69.0	62.0	43.4	84.8	47.0	39.7	67.8	53.1	33.6
LOS by Move:	E	D-	C	E	E	D	F	D	D	E	D-	C-
HCM2kAvgQ:	11	14	3	3	13	10	9	18	7	7	30	1

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



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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	192	324	113	51	366	127	144	863	157	135	1308	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	324	113	51	366	127	144	863	157	135	1308	23
Added Vol:	3	0	0	0	0	3	3	7	3	0	7	0
PasserByVol:	1	1	0	3	20	7	0	4	0	0	40	0
Initial Fut:	196	325	113	54	386	137	147	874	160	135	1355	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	325	113	54	386	137	147	874	160	135	1355	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	325	113	54	386	137	147	874	160	135	1355	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	325	113	54	386	137	147	874	160	135	1355	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2743	974	1750	3800	1750	1750	3800	1750

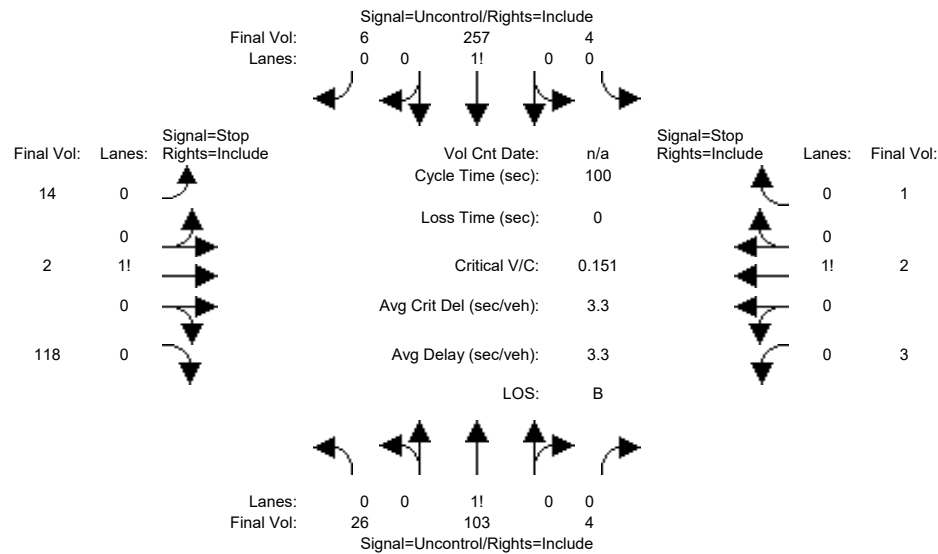
Capacity Analysis Module:

Vol/Sat:	0.11	0.17	0.06	0.03	0.14	0.14	0.08	0.23	0.09	0.08	0.36	0.01
Crit Moves:	****				****		****				****	
Green Time:	22.3	39.5	61.5	10.8	28.0	44.7	16.7	65.7	65.7	22.0	71.0	71.0
Volume/Cap:	0.75	0.65	0.16	0.43	0.75	0.47	0.75	0.53	0.21	0.53	0.75	0.03
Uniform Del:	61.2	49.1	27.9	66.7	57.7	43.0	64.6	30.8	26.1	59.2	32.4	21.1
IncrementDel:	11.8	3.0	0.1	2.3	4.7	0.3	15.3	0.3	0.1	2.0	1.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.52	1.52	1.11	1.60	1.60
Delay/Veh:	73.0	52.1	28.0	69.0	62.4	43.3	85.3	47.1	39.8	67.9	53.6	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	52.1	28.0	69.0	62.4	43.3	85.3	47.1	39.8	67.9	53.6	33.7
LOS by Move:	E	D-	C	E	E	D	F	D	D	E	D-	C-
HCM2kAvgQ:	11	14	3	3	13	10	9	18	7	7	30	1

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

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

Intersection #1: Park Blvd & Sherman Ave



Street Name:	Park Blvd						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	26	103	4	4	256	6	14	2	99	3	2	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:	26	103	4	4	256	6	14	2	99	3	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	1	0	0	0	19	0	0	0
Initial Fut:	26	103	4	4	257	6	14	2	118	3	2	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:	26	103	4	4	257	6	14	2	118	3	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	103	4	4	257	6	14	2	118	3	2	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	263	xxxx	xxxxxx	107	xxxx	xxxxxx	427	427	260	485	428	105
Potent Cap.:	1313	xxxx	xxxxxx	1497	xxxx	xxxxxx	542	523	784	496	522	955
Move Cap.:	1313	xxxx	xxxxxx	1497	xxxx	xxxxxx	530	511	784	412	510	955
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.00	0.15	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	741	xxxxxx	xxxx	490	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.9	xxxxxx	xxxxxx	12.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx				10.9			12.4	
ApproachLOS:		*			*			B			B	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	26 103 4	4 257 6	14 2 118	3 2 1
ApproachDel:	xxxxxxx	xxxxxxx	10.9	12.4

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=134]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=540]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=6]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=540]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	26 103 4	4 257 6	14 2 118	3 2 1

Major Street Volume: 400  
 Minor Approach Volume: 134  
 Minor Approach Volume Threshold: 464

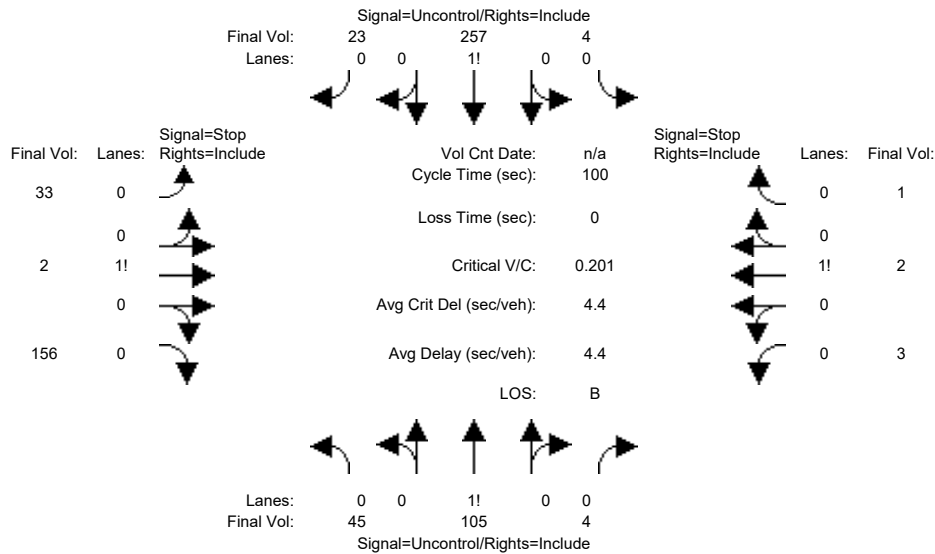
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project PM

Intersection #1: Park Blvd & Sherman Ave



Street Name: Park Blvd Sherman Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	26	103	4	4	256	6	14	2	99	3	2	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:	26	103	4	4	256	6	14	2	99	3	2	1
Added Vol:	19	2	0	0	0	17	19	0	38	0	0	0
PasserByVol:	0	0	0	0	1	0	0	0	19	0	0	0
Initial Fut:	45	105	4	4	257	23	33	2	156	3	2	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:	45	105	4	4	257	23	33	2	156	3	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	105	4	4	257	23	33	2	156	3	2	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	280	xxxx	xxxxx	109	xxxx	xxxxx	475	476	269	553	485	107
Potent Cap.:	1294	xxxx	xxxxx	1494	xxxx	xxxxx	503	491	775	447	485	953
Move Cap.:	1294	xxxx	xxxxx	1494	xxxx	xxxxx	486	472	775	346	466	953
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.20	0.01	0.00	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	699	xxxxxx	xxxx	428	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.1	xxxxxx	xxxxxx	13.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx						12.1		13.5		
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	B	*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	45 105 4	4 257 23	33 2 156	3 2 1
ApproachDel:	xxxxxxx	xxxxxxx	12.1	13.5

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.6]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=191]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=635]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=6]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=635]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	45 105 4	4 257 23	33 2 156	3 2 1

Major Street Volume: 438  
Minor Approach Volume: 191  
Minor Approach Volume Threshold: 440

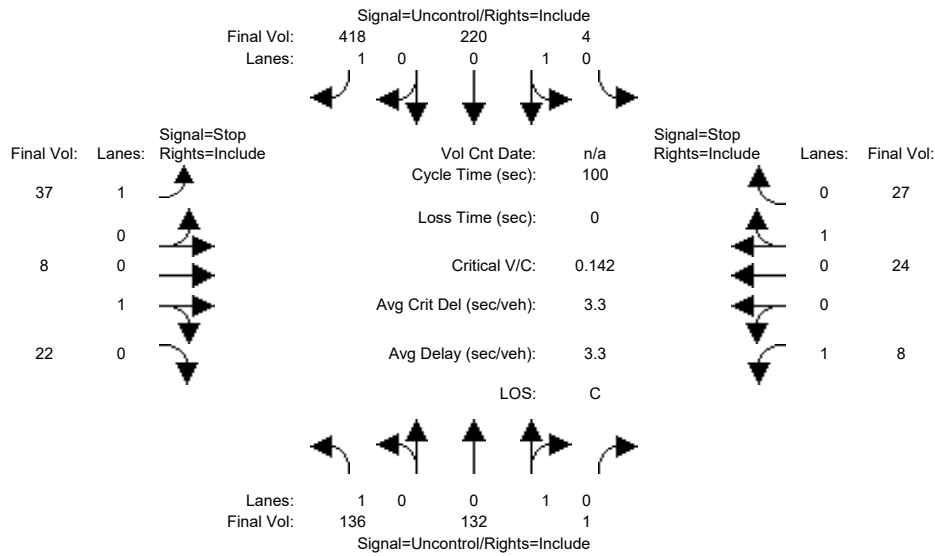
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #2: Park Blvd & Page Mill Rd



Street Name: Park Blvd Page Mill Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	104	120	0	0	214	372	32	3	21	5	4	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	1.00
Initial Bse:	104	120	0	0	214	372	32	3	21	5	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	32	12	1	4	6	46	5	5	1	3	20	22
Initial Fut:	136	132	1	4	220	418	37	8	22	8	24	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	132	1	4	220	418	37	8	22	8	24	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	136	132	1	4	220	418	37	8	22	8	24	27

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	638	xxxx	xxxxxx	133	xxxx	xxxxxx	658	633	220	857	1051	133
Potent Cap.:	956	xxxx	xxxxxx	1464	xxxx	xxxxxx	380	400	825	280	229	922
Move Cap.:	956	xxxx	xxxxxx	1464	xxxx	xxxxxx	298	342	825	238	196	922
Volume/Cap:	0.14	xxxx	xxxx	0.00	xxxx	xxxx	0.12	0.02	0.03	0.03	0.12	0.03

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.5	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.4	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	9.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx	18.8	xxxx	xxxxxx	20.7	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	599	xxxx	xxxx	336
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	0.5
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	11.3	xxxxxx	xxxx	17.6
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx	xxxxxxx		15.4			18.0					
ApproachLOS:	*	*		C			C					

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	136 132 1	4 220 418	37 8 22	8 24 27
ApproachDel:	xxxxxxx	xxxxxxx	15.4	18.0

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=67]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1037]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=59]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1037]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	136 132 1	4 220 418	37 8 22	8 24 27

Major Street Volume: 911  
 Minor Approach Volume: 67  
 Minor Approach Volume Threshold: 414

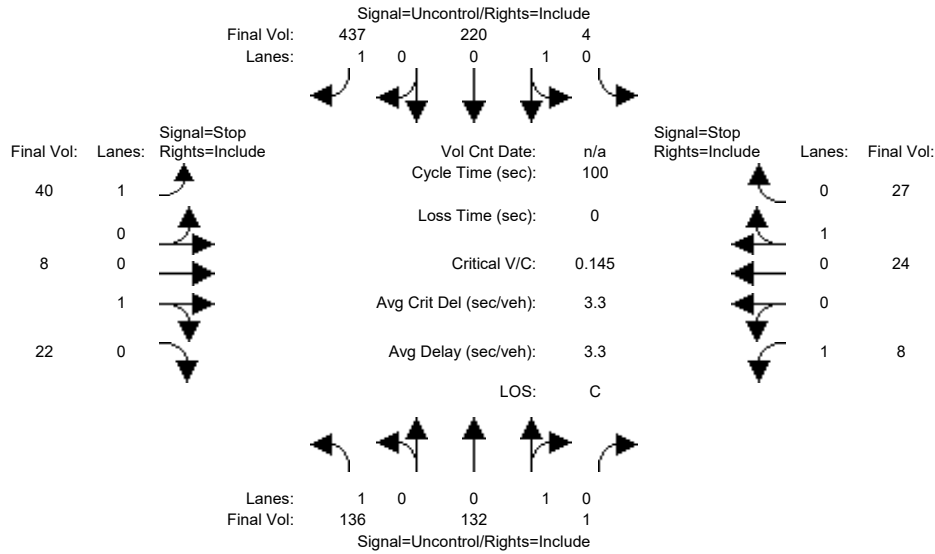
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project PM

Intersection #2: Park Blvd & Page Mill Rd



Street Name: Park Blvd Page Mill Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	104	120	0	0	214	372	32	3	21	5	4	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	1.00
Initial Bse:	104	120	0	0	214	372	32	3	21	5	4	5
Added Vol:	0	0	0	0	0	19	3	0	0	0	0	0
PasserByVol:	32	12	1	4	6	46	5	5	1	3	20	22
Initial Fut:	136	132	1	4	220	437	40	8	22	8	24	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	132	1	4	220	437	40	8	22	8	24	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	136	132	1	4	220	437	40	8	22	8	24	27

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	657	xxxx	xxxxxx	133	xxxx	xxxxxx	658	633	220	866	1070	133
Potent Cap.:	940	xxxx	xxxxxx	1464	xxxx	xxxxxx	380	400	825	276	223	922
Move Cap.:	940	xxxx	xxxxxx	1464	xxxx	xxxxxx	297	341	825	234	190	922
Volume/Cap:	0.14	xxxx	xxxx	0.00	xxxx	xxxx	0.13	0.02	0.03	0.03	0.13	0.03

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.5	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.5	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	9.5	xxxx	xxxxxx	7.5	xxxx	xxxxxx	19.0	xxxx	xxxxxx	20.9	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	598	xxxx	xxxx	328
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	0.5
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	11.3	xxxxxx	xxxx	18.0
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx			xxxxxxx			15.7			18.4		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	136 132 1	4 220 437	40 8 22	8 24 27
ApproachDel:	xxxxxx	xxxxxx	15.7	18.4

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=70]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1059]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=59]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1059]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #2 Park Blvd & Page Mill Rd  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	136 132 1	4 220 437	40 8 22	8 24 27
Major Street Volume:	930			
Minor Approach Volume:	70			
Minor Approach Volume Threshold:	405			

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: Birch St & Sherman Ave

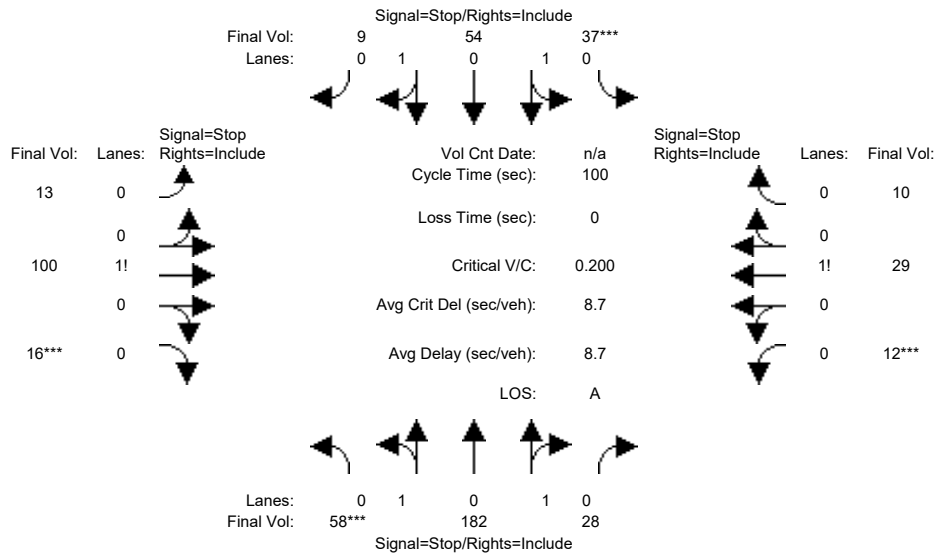


Table with columns for Street Name (Birch St, Sherman Ave), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). It lists traffic signal timing parameters like Min. Green.

Volume Module table showing traffic volume data across different approaches and movements, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing adjustment factors and saturation flow rates for different lane configurations.

Capacity Analysis Module table showing delay, critical moves, and LOS by move for various traffic movements.

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*
Intersection #3 Birch St & Sherman Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	58	182		28		37	54		9		13	100		16		12	29		10	
Major Street Volume:									368											
Minor Approach Volume:									129											
Minor Approach Volume Threshold:									629											

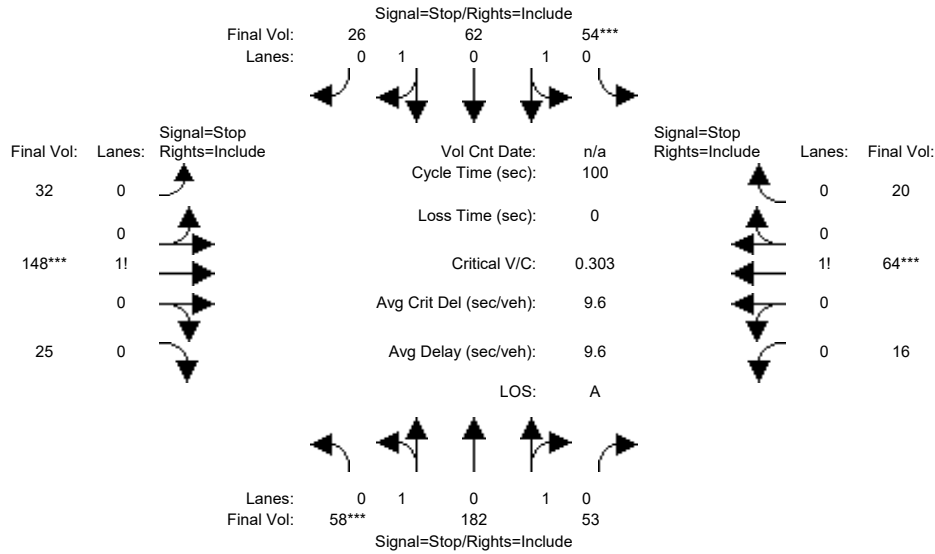
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Background+Project PM

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	53	182	28	37	54	9	13	81	16	12	29	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	182	28	37	54	9	13	81	16	12	29	10
Added Vol:	0	0	25	17	8	17	19	48	9	4	35	10
PasserByVol:	5	0	0	0	0	0	0	19	0	0	0	0
Initial Fut:	58	182	53	54	62	26	32	148	25	16	64	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	182	53	54	62	26	32	148	25	16	64	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	182	53	54	62	26	32	148	25	16	64	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	182	53	54	62	26	32	148	25	16	64	20

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	1.24	0.36	0.76	0.87	0.37	0.16	0.72	0.12	0.16	0.64	0.20
Final Sat.:	244	798	242	436	541	233	105	488	82	104	416	130

Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.22	0.12	0.11	0.11	0.30	0.30	0.30	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	10.0	9.6	9.3	9.5	8.9	8.7	10.1	10.1	10.1	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	9.6	9.3	9.5	8.9	8.7	10.1	10.1	10.1	9.0	9.0	9.0
LOS by Move:	B	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.6			9.1			10.1			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.1			10.1			9.0	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 Birch St & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	58	182		53		54	62		26		32	148		25		16	64		20	
Major Street Volume:													435							
Minor Approach Volume:													205							
Minor Approach Volume Threshold:	572																			

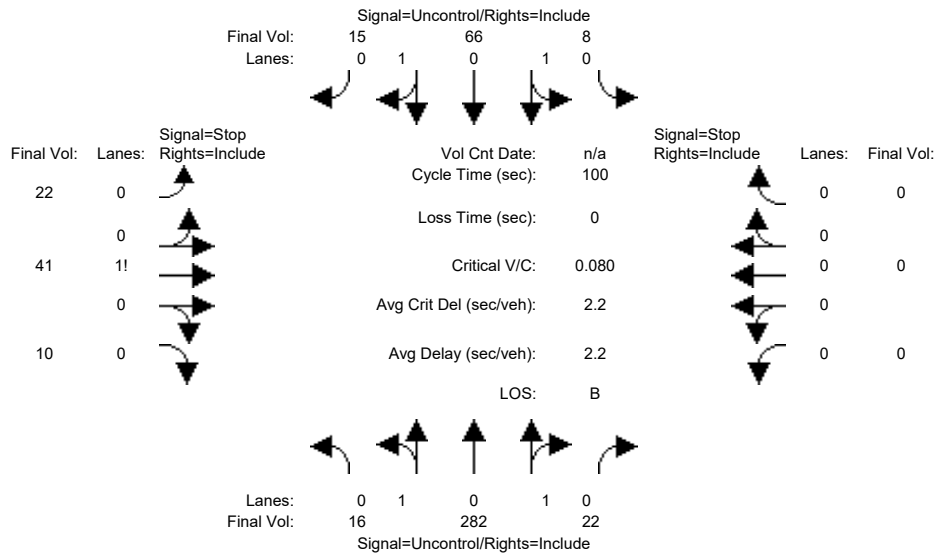
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #4: Birch St & Grant Ave



Street Name: Birch St Grant Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 13 columns representing movements and rows for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume).

Table with 13 columns representing movements and rows for Critical Gap Module (Critical Gp, FollowUpTim).

Table with 13 columns representing movements and rows for Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Table with 13 columns representing movements and rows for Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #4 Birch St & Grant Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	16 282 22	8 66 15	22 41 10	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	11.8	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=73]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=482]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	16 282 22	8 66 15	22 41 10	0 0 0 0

Major Street Volume: 409  
Minor Approach Volume: 73  
Minor Approach Volume Threshold: 593

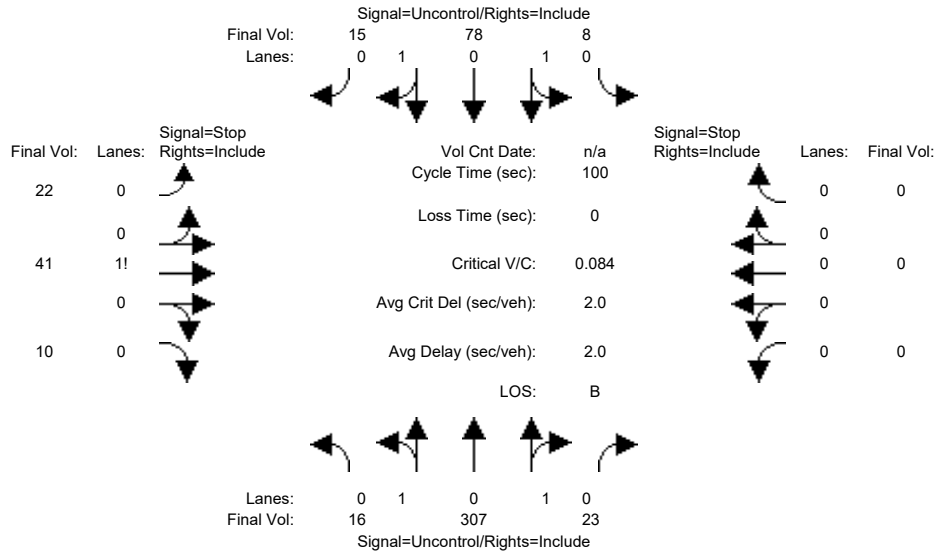
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project PM

Intersection #4: Birch St & Grant Ave



Street Name: Birch St Grant Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	13	277	21	8	66	15	22	33	10	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:	13	277	21	8	66	15	22	33	10	0	0	0
Added Vol:	0	25	1	0	12	0	0	0	0	0	0	0
PasserByVol:	3	5	1	0	0	0	0	8	0	0	0	0
Initial Fut:	16	307	23	8	78	15	22	41	10	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:	16	307	23	8	78	15	22	41	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	307	23	8	78	15	22	41	10	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	93	xxxx	xxxxxx	330	xxxx	xxxxxx	287	464	47	xxxx	xxxx	xxxxxx
Potent Cap.:	1514	xxxx	xxxxxx	1241	xxxx	xxxxxx	685	499	1019	xxxx	xxxx	xxxxxx
Move Cap.:	1514	xxxx	xxxxxx	1241	xxxx	xxxxxx	676	490	1019	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.08	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	579	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	12.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				12.1		xxxxxxx		
ApproachLOS:	*			*				B		*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	16 307 23	8 78 15	22 41 10	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	12.1	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=73]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=520]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #4 Birch St & Grant Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	16 307 23	8 78 15	22 41 10	0 0 0 0

Major Street Volume: 447  
Minor Approach Volume: 73  
Minor Approach Volume Threshold: 562

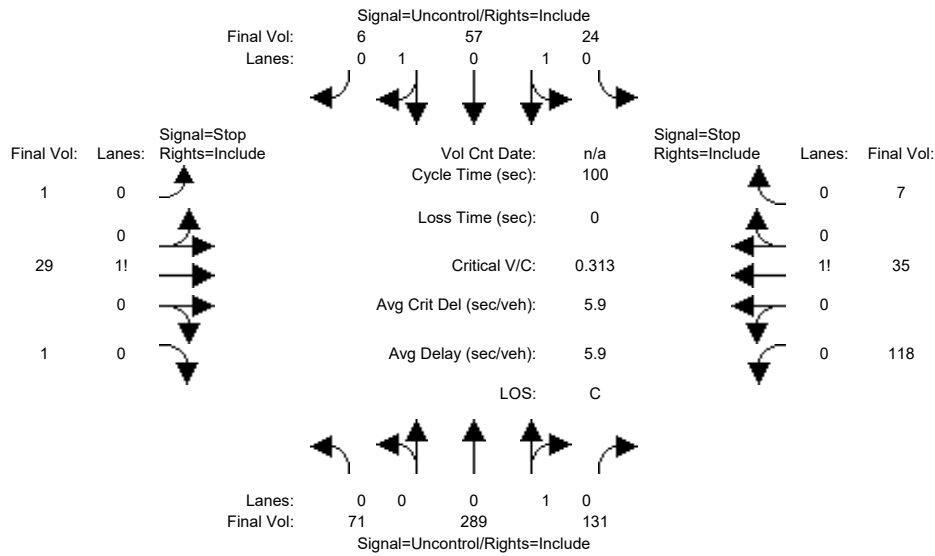
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #5: Birch St & Sheridan Ave



Street Name: Birch St Sheridan Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUpTim.

Table with 12 columns representing movements and 4 rows of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #5 Birch St & Sheridan Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 289 131	24 57 6	1 29 1	118 35 7
ApproachDel:	xxxxxxx	xxxxxxx	15.9	20.8

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=31]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=769]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.9]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=160]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=769]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 289 131	24 57 6	1 29 1	118 35 7

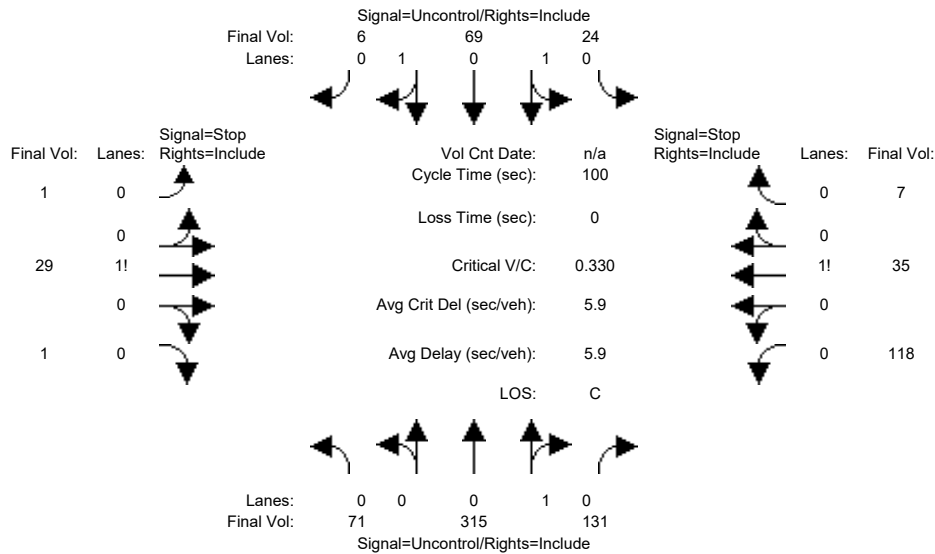
Major Street Volume: 578  
Minor Approach Volume: 160  
Minor Approach Volume Threshold: 474

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background+Project PM

Intersection #5: Birch St & Sheridan Ave



Street Name: Birch St Sheridan Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	71	280	119	24	57	6	1	29	1	67	24	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	280	119	24	57	6	1	29	1	67	24	7
Added Vol:	0	26	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	9	12	0	0	0	0	0	0	51	11	0
Initial Fut:	71	315	131	24	69	6	1	29	1	118	35	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:	71	315	131	24	69	6	1	29	1	118	35	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	315	131	24	69	6	1	29	1	118	35	7

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	75	xxxx	xxxxxx	446	xxxx	xxxxxx	664	708	38	620	646	381
Potent Cap.:	1537	xxxx	xxxxxx	1125	xxxx	xxxxxx	377	362	1040	404	393	671
Move Cap.:	1537	xxxx	xxxxxx	1125	xxxx	xxxxxx	328	337	1040	357	366	671
Volume/Cap:	0.05	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.09	0.00	0.33	0.10	0.01

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	344	xxxxxx	xxxx	367	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	2.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	16.5	xxxxxx	xxxxxx	22.2	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxxx			xxxxxxx				16.5			22.2	
ApproachLOS:	*			*				C			C	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 315 131	24 69 6	1 29 1	118 35 7
ApproachDel:	xxxxxxx	xxxxxxx	16.5	22.2

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=31]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=807]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=160]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=807]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	71 315 131	24 69 6	1 29 1	118 35 7

Major Street Volume: 616  
 Minor Approach Volume: 160  
 Minor Approach Volume Threshold: 452

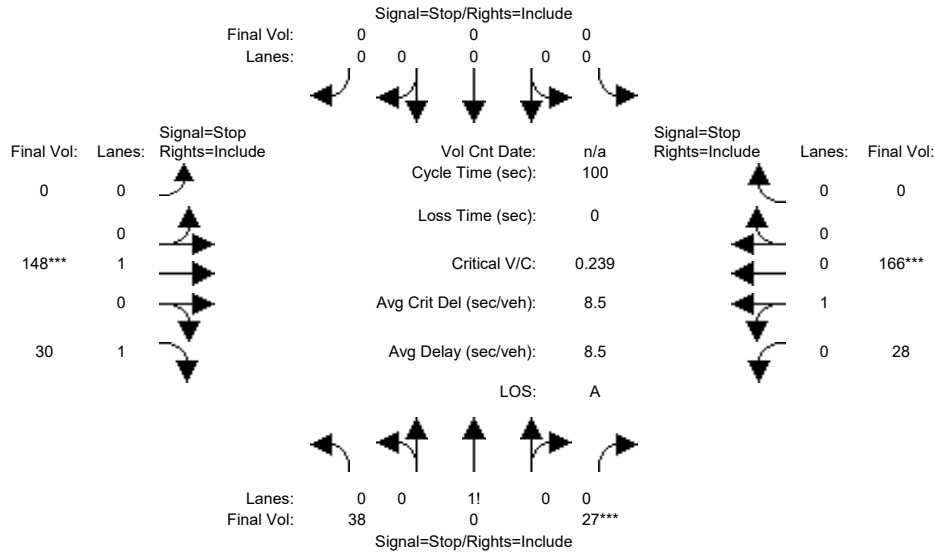
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	38	0	27	0	0	0	0	148	30	28	166	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:	38	0	27	0	0	0	0	148	30	28	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	27	0	0	0	0	148	30	28	166	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:	38	0	27	0	0	0	0	148	30	28	166	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.00	0.42	0.00	0.00	0.00	0.00	1.00	1.00	0.14	0.86	0.00
Final Sat.:	433	0	308	0	0	0	0	743	867	117	695	0

Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	0.20	0.03	0.24	0.24	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	8.0	0.0	8.0	0.0	0.0	0.0	0.0	8.6	6.9	8.7	8.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	0.0	8.0	0.0	0.0	0.0	0.0	8.6	6.9	8.7	8.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		8.0		xxxxxx				8.4			8.7	
Delay Adj:		1.00		xxxxxx				1.00			1.00	
ApprAdjDel:		8.0		xxxxxx				8.4			8.7	
LOS by Appr:		A		*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0
Initial Vol:	38	0	27	0	0	0	0	148	30	28	166	0
Major Street Volume:	372											
Minor Approach Volume:	65											
Minor Approach Volume Threshold:	626											

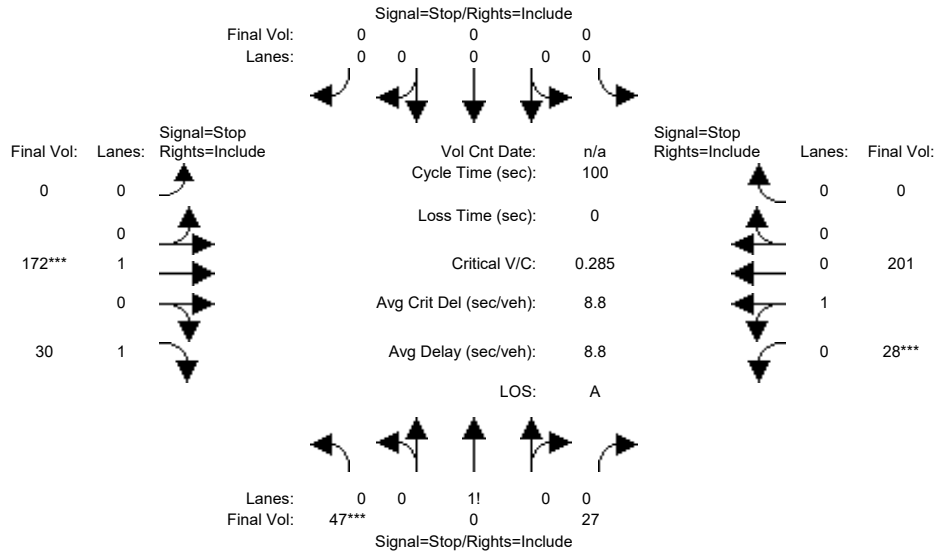
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Background+Project PM

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	38	0	27	0	0	0	0	147	30	28	166	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:	38	0	27	0	0	0	0	147	30	28	166	0
Added Vol:	9	0	0	0	0	0	0	24	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	47	0	27	0	0	0	0	172	30	28	201	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:	47	0	27	0	0	0	0	172	30	28	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	27	0	0	0	0	172	30	28	201	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:	47	0	27	0	0	0	0	172	30	28	201	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.00	0.36	0.00	0.00	0.00	0.00	1.00	1.00	0.12	0.88	0.00
Final Sat.:	451	0	259	0	0	0	0	733	856	98	706	0

Capacity Analysis Module:												
Vol/Sat:	0.10	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	0.23	0.04	0.28	0.28	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	9.0	7.0	9.1	9.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	9.0	7.0	9.1	9.1	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.2			xxxxxx			8.7			9.1		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	8.2			xxxxxx			8.7			9.1		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	47	0	27	0	0	0	0	172	30	28	201	0
Major Street Volume:							431					
Minor Approach Volume:							74					
Minor Approach Volume Threshold:	575											

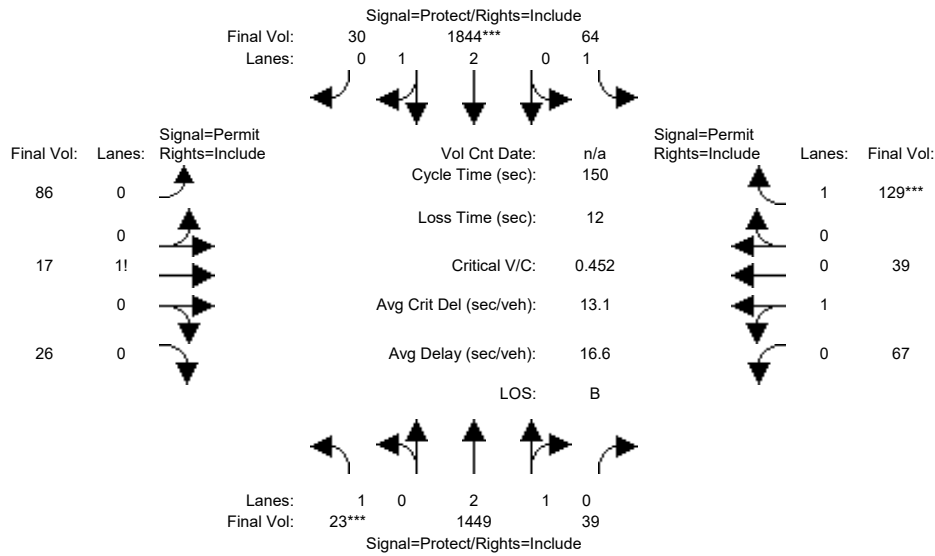
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #7: ECR & Cambridge Ave

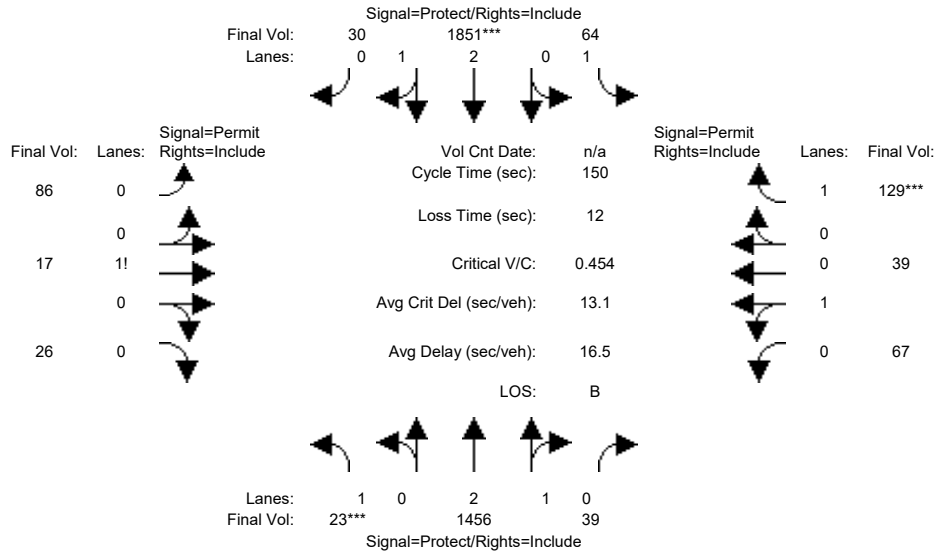


Street Name:	ECR						Cambridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1347	37	61	1730	28	86	17	26	67	37	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1347	37	61	1730	28	86	17	26	67	37	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	102	2	3	114	2	0	0	0	0	2	0
Initial Fut:	23	1449	39	64	1844	30	86	17	26	67	39	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1449	39	64	1844	30	86	17	26	67	39	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1449	39	64	1844	30	86	17	26	67	39	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1449	39	64	1844	30	86	17	26	67	39	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	2.95	0.05	0.68	0.12	0.20	0.65	0.35	1.00
Final Sat.:	1750	5538	149	1750	5601	91	1179	233	356	1139	663	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.04	0.33	0.33	0.07	0.07	0.07	0.06	0.06	0.07
Crit Moves:	***			****								****
Green Time:	7.0	96.8	96.8	17.3	107	107.0	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.28	0.41	0.41	0.32	0.46	0.46	0.46	0.46	0.46	0.37	0.37	0.46
Uniform Del:	69.1	12.8	12.8	61.0	9.2	9.2	57.1	57.1	57.1	56.3	56.3	57.2
IncrcmntDel:	1.9	0.1	0.1	0.9	0.1	0.1	1.2	1.2	1.2	0.8	0.8	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.0	12.9	12.9	61.9	9.3	9.3	58.3	58.3	58.3	57.1	57.1	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	12.9	12.9	61.9	9.3	9.3	58.3	58.3	58.3	57.1	57.1	58.4
LOS by Move:	E	B	B	E	A	A	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	1	11	11	3	12	12	6	6	6	5	5	6

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

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	22	1347	37	61	1730	28	86	17	26	67	37	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1347	37	61	1730	28	86	17	26	67	37	129
Added Vol:	0	7	0	0	7	0	0	0	0	0	0	0
PasserByVol:	1	102	2	3	114	2	0	0	0	0	2	0
Initial Fut:	23	1456	39	64	1851	30	86	17	26	67	39	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1456	39	64	1851	30	86	17	26	67	39	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1456	39	64	1851	30	86	17	26	67	39	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1456	39	64	1851	30	86	17	26	67	39	129

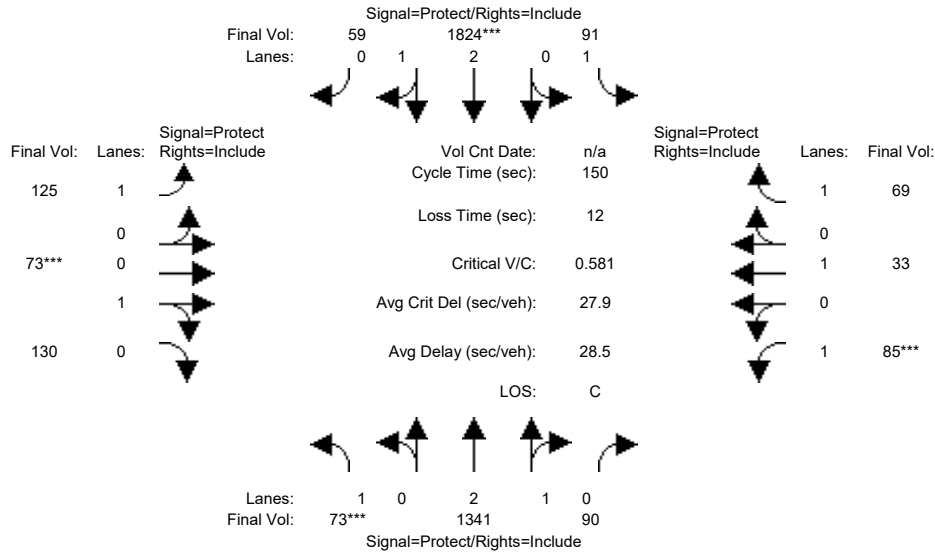
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	0.68	0.12	0.20	0.65	0.35	1.00
Final Sat.:	1750	5539	148	1750	5601	91	1179	233	356	1139	663	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.04	0.33	0.33	0.07	0.07	0.07	0.06	0.06	0.07
Crit Moves:	***			****								****
Green Time:	7.0	96.9	96.9	17.2	107	107.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.28	0.41	0.41	0.32	0.46	0.46	0.46	0.46	0.46	0.37	0.37	0.46
Uniform Del:	69.1	12.7	12.7	61.0	9.2	9.2	57.2	57.2	57.2	56.3	56.3	57.2
IncrcmntDel:	1.9	0.1	0.1	0.9	0.1	0.1	1.2	1.2	1.2	0.8	0.8	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.0	12.8	12.8	61.9	9.2	9.2	58.4	58.4	58.4	57.1	57.1	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	12.8	12.8	61.9	9.2	9.2	58.4	58.4	58.4	57.1	57.1	58.4
LOS by Move:	E	B	B	E	A	A	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	1	11	11	3	12	12	6	6	6	5	5	6

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

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

Intersection #8: ECR & California Ave

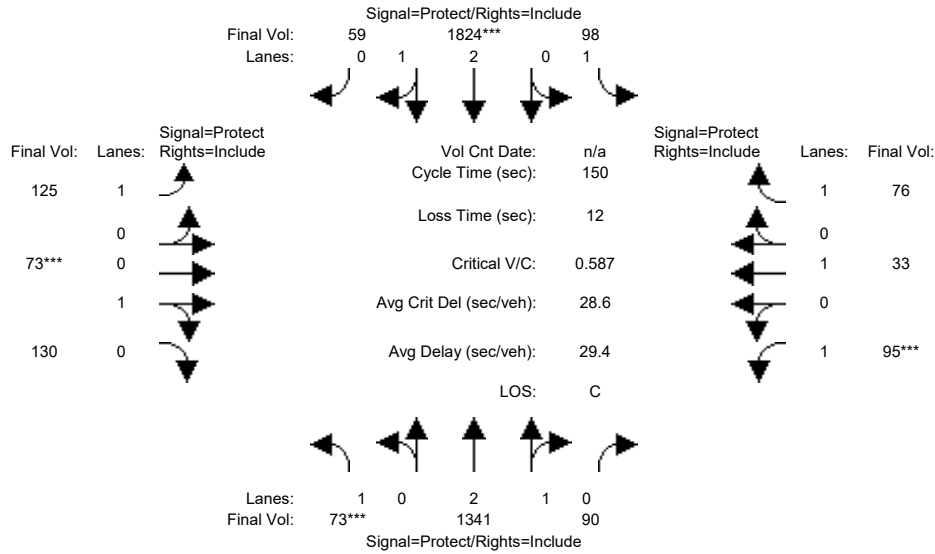


Street Name:	ECR						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	1241	85	74	1712	51	122	73	130	85	31	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1241	85	74	1712	51	122	73	130	85	31	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	100	5	17	112	8	3	0	0	0	2	2
Initial Fut:	73	1341	90	91	1824	59	125	73	130	85	33	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1341	90	91	1824	59	125	73	130	85	33	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1341	90	91	1824	59	125	73	130	85	33	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	73	1341	90	91	1824	59	125	73	130	85	33	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.90	0.10	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5313	357	1750	5507	178	1750	648	1153	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.05	0.33	0.33	0.07	0.11	0.11	0.05	0.02	0.04
Crit Moves:	***			****			***			****		
Green Time:	10.8	79.9	79.9	16.5	85.6	85.6	21.5	29.1	29.1	12.5	20.1	20.1
Volume/Cap:	0.58	0.47	0.47	0.47	0.58	0.58	0.50	0.58	0.58	0.58	0.13	0.29
Uniform Del:	67.4	21.9	21.9	62.7	20.7	20.7	59.2	54.9	54.9	66.2	57.2	58.5
IncrcmntDel:	6.7	0.1	0.1	1.8	0.3	0.3	1.5	2.5	2.5	5.8	0.2	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	22.0	22.0	64.6	21.0	21.0	60.8	57.4	57.4	72.0	57.5	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	22.0	22.0	64.6	21.0	21.0	60.8	57.4	57.4	72.0	57.5	59.2
LOS by Move:	E	C+	C+	E	C+	C+	E	E+	E+	E	E+	E+
HCM2kAvgQ:	4	13	13	4	18	18	6	9	9	5	1	3

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

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	69	1241	85	74	1712	51	122	73	130	85	31	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1241	85	74	1712	51	122	73	130	85	31	67
Added Vol:	0	0	0	7	0	0	0	0	0	10	0	7
PasserByVol:	4	100	5	17	112	8	3	0	0	0	2	2
Initial Fut:	73	1341	90	98	1824	59	125	73	130	95	33	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1341	90	98	1824	59	125	73	130	95	33	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1341	90	98	1824	59	125	73	130	95	33	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	73	1341	90	98	1824	59	125	73	130	95	33	76

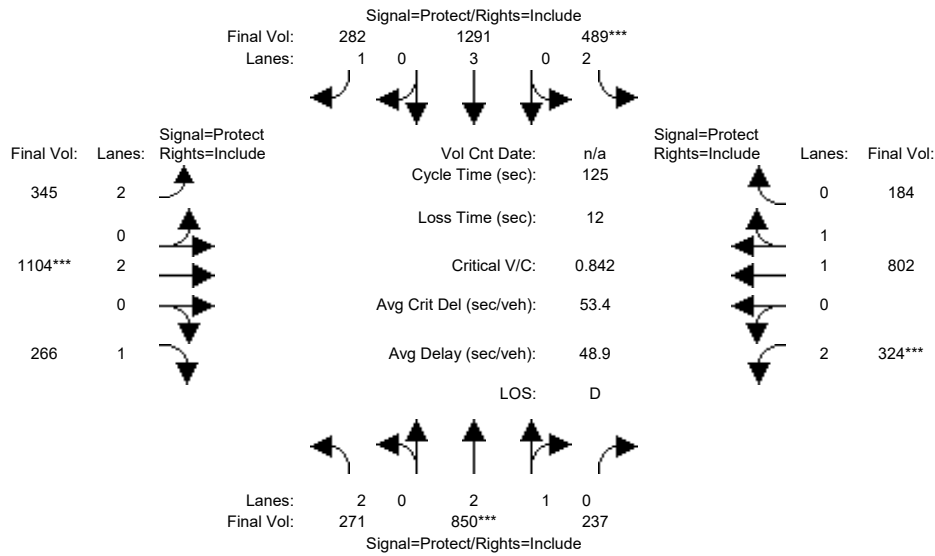
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.90	0.10	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5313	357	1750	5507	178	1750	648	1153	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.06	0.33	0.33	0.07	0.11	0.11	0.05	0.02	0.04
Crit Moves:	***			****			****			****		
Green Time:	10.7	78.0	78.0	17.3	84.7	84.7	22.1	28.8	28.8	13.9	20.6	20.6
Volume/Cap:	0.59	0.49	0.49	0.49	0.59	0.59	0.49	0.59	0.59	0.59	0.13	0.32
Uniform Del:	67.5	23.1	23.1	62.2	21.3	21.3	58.7	55.2	55.2	65.3	56.8	58.3
IncrcmntDel:	7.1	0.1	0.1	1.8	0.3	0.3	1.4	2.6	2.6	5.5	0.2	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.6	23.2	23.2	64.0	21.6	21.6	60.2	57.8	57.8	70.8	57.0	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	23.2	23.2	64.0	21.6	21.6	60.2	57.8	57.8	70.8	57.0	59.1
LOS by Move:	E	C	C	E	C+	C+	E	E+	E+	E	E+	E+
HCM2kAvgQ:	4	14	14	4	18	18	6	9	9	5	1	4

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

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

Intersection #9: El Camino Real & Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	247	788	224	462	1212	260	334	1097	265	303	748	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	788	224	462	1212	260	334	1097	265	303	748	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	24	62	13	27	79	22	11	7	1	21	54	10
Initial Fut:	271	850	237	489	1291	282	345	1104	266	324	802	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	850	237	489	1291	282	345	1104	266	324	802	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	850	237	489	1291	282	345	1104	266	324	802	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	271	850	237	489	1291	282	345	1104	266	324	802	184

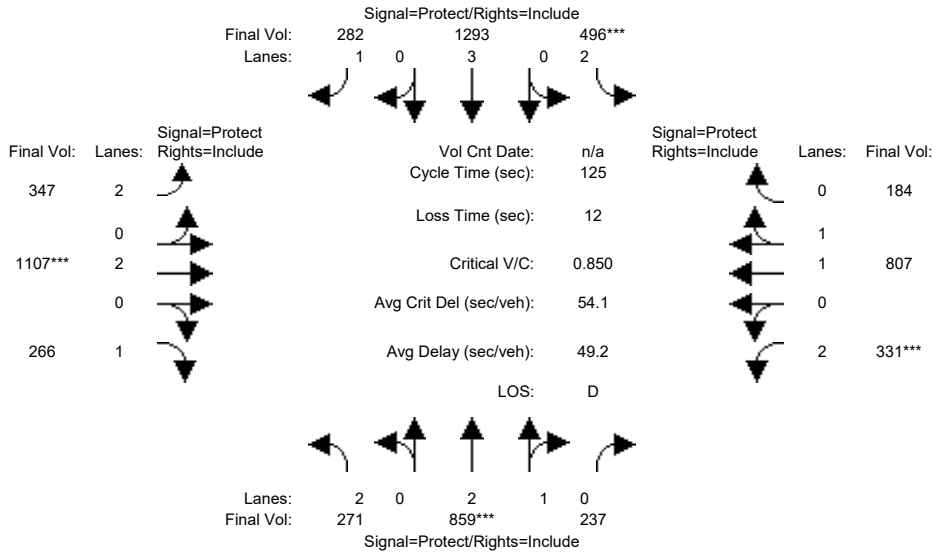
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.33	0.67	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3150	4430	1235	3150	5700	1847	3150	3800	1750	2625	3074	705

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.19	0.19	0.16	0.23	0.15	0.11	0.29	0.15	0.12	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	13.9	30.0	30.0	22.6	38.7	38.7	17.8	42.4	42.4	18.0	42.5	42.5
Volume/Cap:	0.77	0.80	0.80	0.86	0.73	0.49	0.77	0.86	0.45	0.86	0.77	0.77
Uniform Del:	54.0	44.7	44.7	49.6	38.5	35.1	51.6	38.5	32.2	52.2	36.8	36.8
IncrcmntDel:	15.3	5.0	5.0	15.3	2.7	3.0	11.8	7.5	2.4	21.4	4.4	4.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.4	49.7	49.7	64.9	41.2	38.1	63.4	46.0	34.7	73.7	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	49.7	49.7	64.9	41.2	38.1	63.4	46.0	34.7	73.7	41.2	41.2
LOS by Move:	E	D	D	E	D	D+	E	D	C-	E	D	D
HCM2kAvgQ:	8	15	16	14	16	10	9	22	9	10	18	19

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

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

Intersection #9: El Camino Real & Page Mill Rd

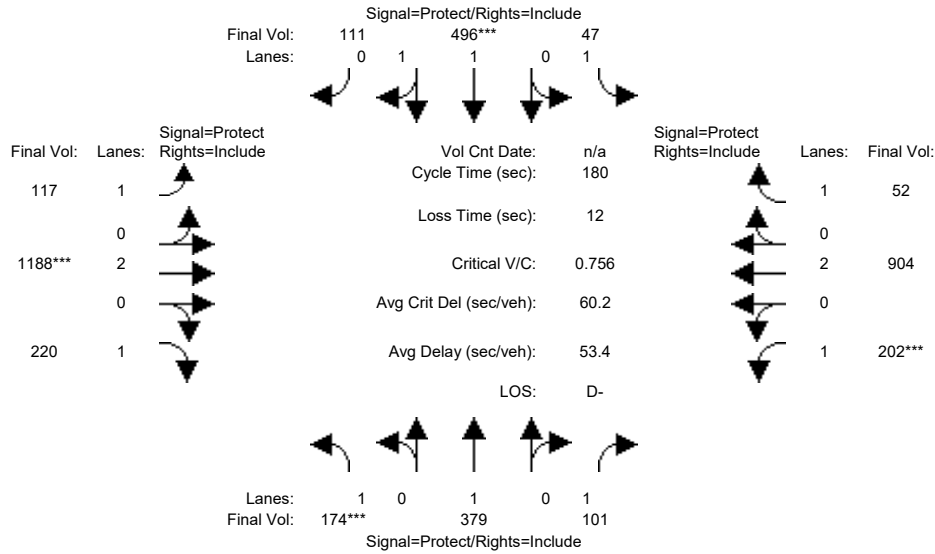


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	247	788	224	462	1212	260	334	1097	265	303	748	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	788	224	462	1212	260	334	1097	265	303	748	174
Added Vol:	0	9	0	7	2	0	2	3	0	7	5	0
PasserByVol:	24	62	13	27	79	22	11	7	1	21	54	10
Initial Fut:	271	859	237	496	1293	282	347	1107	266	331	807	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	859	237	496	1293	282	347	1107	266	331	807	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	859	237	496	1293	282	347	1107	266	331	807	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	271	859	237	496	1293	282	347	1107	266	331	807	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.34	0.66	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3150	4440	1225	3150	5700	1847	3150	3800	1750	2625	3078	702
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.16	0.23	0.15	0.11	0.29	0.15	0.13	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	13.9	30.0	30.0	22.7	38.8	38.8	17.8	42.1	42.1	18.2	42.4	42.4
Volume/Cap:	0.77	0.81	0.81	0.87	0.73	0.49	0.77	0.87	0.45	0.87	0.77	0.77
Uniform Del:	54.0	44.8	44.8	49.7	38.4	35.1	51.6	38.8	32.4	52.2	37.0	37.0
IncrementDel:	15.2	5.2	5.2	16.0	2.7	3.0	12.1	8.0	2.5	22.2	4.6	4.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.2	50.0	50.0	65.7	41.1	38.1	63.8	46.8	34.9	74.4	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	50.0	50.0	65.7	41.1	38.1	63.8	46.8	34.9	74.4	41.5	41.5
LOS by Move:	E	D	D	E	D	D+	E	D	C-	E	D	D
HCM2kAvgQ:	8	15	16	14	16	10	10	23	9	10	18	19

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

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	168	366	98	45	472	106	117	1136	220	202	895	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	366	98	45	472	106	117	1136	220	202	895	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	13	3	2	24	5	0	52	0	0	9	0
Initial Fut:	174	379	101	47	496	111	117	1188	220	202	904	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	379	101	47	496	111	117	1188	220	202	904	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	379	101	47	496	111	117	1188	220	202	904	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	379	101	47	496	111	117	1188	220	202	904	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	0.97	0.90	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1663	1900	1488	1663	2975	666	1663	3800	1488	1663	3800	1488

Capacity Analysis Module:

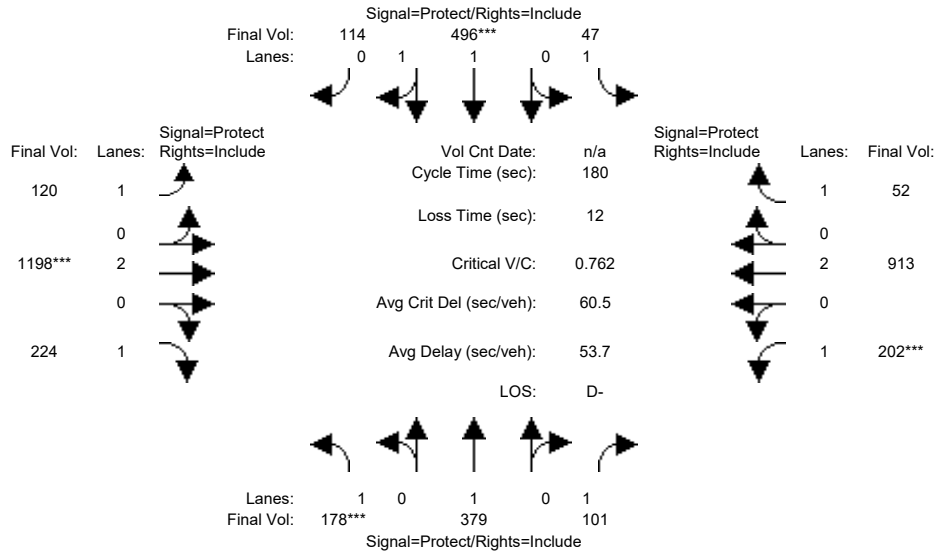
Vol/Sat:	0.10	0.20	0.07	0.03	0.17	0.17	0.07	0.31	0.15	0.12	0.24	0.03
Crit Moves:	****				****			****				****
Green Time:	24.9	54.1	54.1	10.5	39.7	39.7	23.6	74.4	74.4	28.9	79.8	79.8
Volume/Cap:	0.76	0.66	0.23	0.48	0.76	0.76	0.54	0.76	0.36	0.76	0.54	0.08
Uniform Del:	74.6	55.0	47.3	82.1	65.6	65.6	73.1	45.0	36.3	72.2	36.6	28.9
IncrementDel:	13.4	2.9	0.3	3.7	4.1	4.1	2.6	2.2	0.4	11.7	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.0	58.0	47.5	85.8	69.8	69.8	75.7	47.2	36.7	83.8	37.0	29.0
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:	88.0	58.0	47.5	85.8	69.8	69.8	75.7	47.2	36.7	83.8	37.0	29.0
LOS by Move:	F	E+	D	F	E	E	E-	D	D+	F	D+	C
HCM2kAvgQ:	11	18	4	3	17	17	7	28	9	13	18	2

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



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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	168	366	98	45	472	106	117	1136	220	202	895	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	366	98	45	472	106	117	1136	220	202	895	52
Added Vol:	4	0	0	0	0	3	3	10	4	0	9	0
PasserByVol:	6	13	3	2	24	5	0	52	0	0	9	0
Initial Fut:	178	379	101	47	496	114	120	1198	224	202	913	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	379	101	47	496	114	120	1198	224	202	913	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	379	101	47	496	114	120	1198	224	202	913	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	379	101	47	496	114	120	1198	224	202	913	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	0.97	0.90	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1663	1900	1488	1663	2956	679	1663	3800	1488	1663	3800	1488

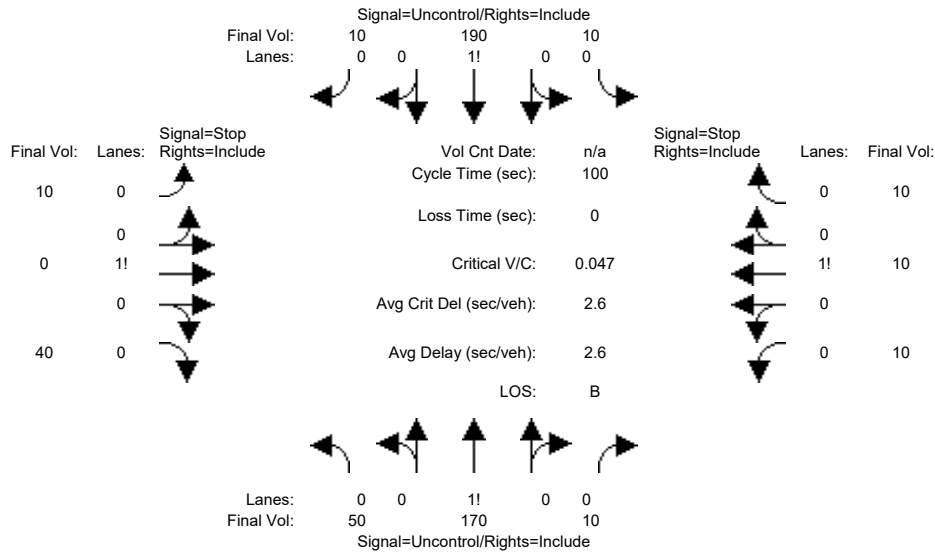
Capacity Analysis Module:

Vol/Sat:	0.11	0.20	0.07	0.03	0.17	0.17	0.07	0.32	0.15	0.12	0.24	0.03
Crit Moves:	****			****			****			****		
Green Time:	25.3	54.3	54.3	10.6	39.6	39.6	23.8	74.4	74.4	28.7	79.3	79.3
Volume/Cap:	0.76	0.66	0.23	0.48	0.76	0.76	0.55	0.76	0.36	0.76	0.55	0.08
Uniform Del:	74.5	54.8	47.1	82.0	65.8	65.8	73.0	45.2	36.4	72.4	37.1	29.2
IncrcmntDel:	13.8	2.9	0.3	3.7	4.4	4.4	2.8	2.3	0.4	12.3	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.2	57.7	47.3	85.7	70.1	70.1	75.9	47.5	36.8	84.7	37.5	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	57.7	47.3	85.7	70.1	70.1	75.9	47.5	36.8	84.7	37.5	29.2
LOS by Move:	F	E+	D	F	E	E	E-	D	D+	F	D+	C
HCM2kAvgQ:	12	18	4	3	17	17	7	29	9	13	18	2

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

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

Intersection #1: Park Blvd & Sherman Ave



Street Name: Park Blvd Sherman Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	50	170	10	10	190	10	10	0	40	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	10	10	190	10	10	0	40	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	170	10	10	190	10	10	0	40	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	170	10	10	190	10	10	0	40	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	170	10	10	190	10	10	0	40	10	10	10

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	200	xxxx	xxxxxx	180	xxxx	xxxxxx	500	495	195	510	495	175
Potent Cap.:	1384	xxxx	xxxxxx	1408	xxxx	xxxxxx	484	479	851	477	479	874
Move Cap.:	1384	xxxx	xxxxxx	1408	xxxx	xxxxxx	455	458	851	439	458	874
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.05	0.02	0.02	0.01

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	725	xxxxxx	xxxx	535	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.3	xxxxxx	xxxxxx	12.1	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.3	xxxxxxx	xxxxxxx	12.1	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	B	*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	50 170 10	10 190 10	10 0 40	10 10 10
ApproachDel:	xxxxxxx	xxxxxxx	10.3	12.1

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=50]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=520]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=30]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=520]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Park Blvd & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	50 170 10	10 190 10	10 0 40	10 10 10

Major Street Volume: 440  
Minor Approach Volume: 50  
Minor Approach Volume Threshold: 438

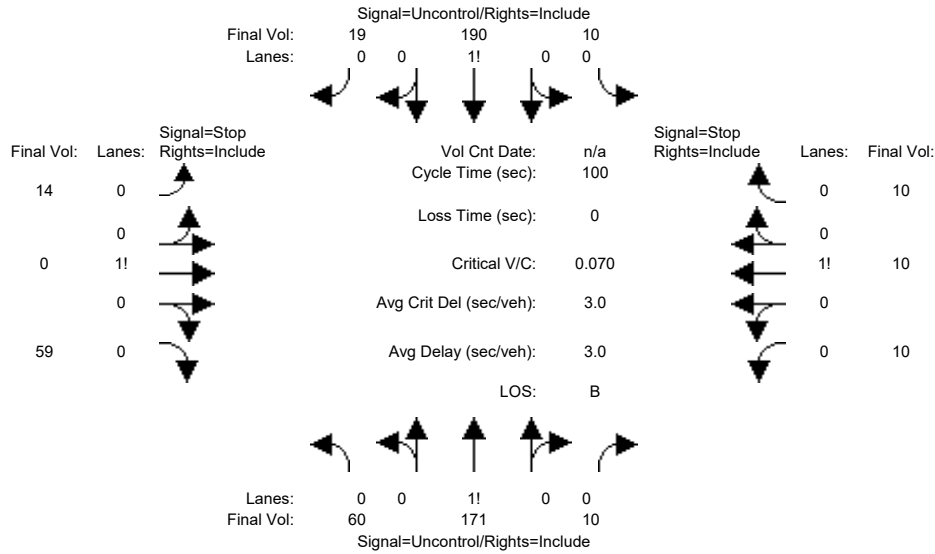
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Project AM

Intersection #1: Park Blvd & Sherman Ave



Street Name: Park Blvd Sherman Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 11 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUpTime.

Table with 12 columns representing movements and 4 rows of capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #1 Park Blvd & Sherman Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	60 171 10	10 190 19	14 0 59	10 10 10
ApproachDel:	xxxxxxx	xxxxxxx	10.6	12.5

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=73]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=563]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=30]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=563]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	60 171 10	10 190 19	14 0 59	10 10 10

Major Street Volume: 460  
 Minor Approach Volume: 73  
 Minor Approach Volume Threshold: 427

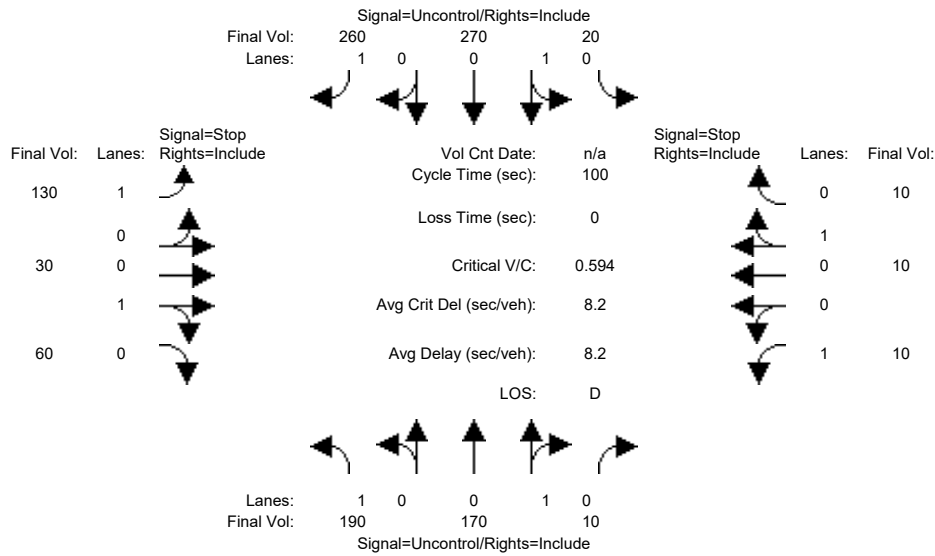
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #2: Park Blvd & Page Mill Rd



Street Name: Park Blvd Page Mill Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUpTim.

Table with 12 columns representing movements and 4 rows of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #2 Park Blvd & Page Mill Rd
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	190 170 10	20 270 260	130 30 60	10 10 10
ApproachDel:	xxxxxxx	xxxxxxx	31.7	22.8

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.9]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=220]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1170]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=30]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1170]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	190 170 10	20 270 260	130 30 60	10 10 10

Major Street Volume: 920  
 Minor Approach Volume: 220  
 Minor Approach Volume Threshold: 410

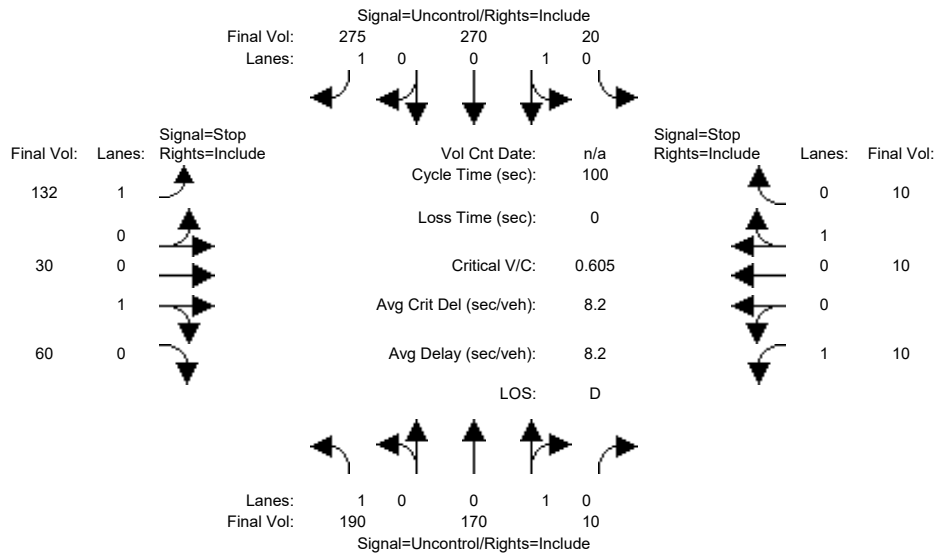
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative+Project AM

Intersection #2: Park Blvd & Page Mill Rd



Street Name: Park Blvd Page Mill Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
Base Vol:	190	170	10	20	270	260	130	30	60	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	170	10	20	270	260	130	30	60	10	10	10
Added Vol:	0	0	0	0	0	15	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	170	10	20	270	275	132	30	60	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	170	10	20	270	275	132	30	60	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	190	170	10	20	270	275	132	30	60	10	10	10

Critical Gap Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
Cnflct Vol:	545	xxxx	xxxxxx	180	xxxx	xxxxxx	875	870	270	1048	1140	175
Potent Cap.:	1034	xxxx	xxxxxx	1408	xxxx	xxxxxx	272	292	774	208	203	874
Move Cap.:	1034	xxxx	xxxxxx	1408	xxxx	xxxxxx	218	235	774	147	163	874
Volume/Cap:	0.18	xxxx	xxxx	0.01	xxxx	xxxx	0.61	0.13	0.08	0.07	0.06	0.01

Level Of Service Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
2Way95thQ:	0.7	xxxx	xxxxxx	0.0	xxxx	xxxxxx	3.5	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	9.3	xxxx	xxxxxx	7.6	xxxx	xxxxxx	44.0	xxxx	xxxxxx	31.2	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	E	*	*	D	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	438	xxxx	xxxx	275
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.8	xxxxxx	xxxx	0.2
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	15.3	xxxxxx	xxxx	19.1
Shared LOS:	*	*	*	A	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxxx			xxxxxxx			32.4			23.1		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	190 170 10	20 270 275	132 30 60	10 10 10
ApproachDel:	xxxxxxx	xxxxxxx	32.4	23.1

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=2.0]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=222]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1187]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=30]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1187]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 Park Blvd & Page Mill Rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	190 170 10	20 270 275	132 30 60	10 10 10

Major Street Volume: 935  
Minor Approach Volume: 222  
Minor Approach Volume Threshold: 403

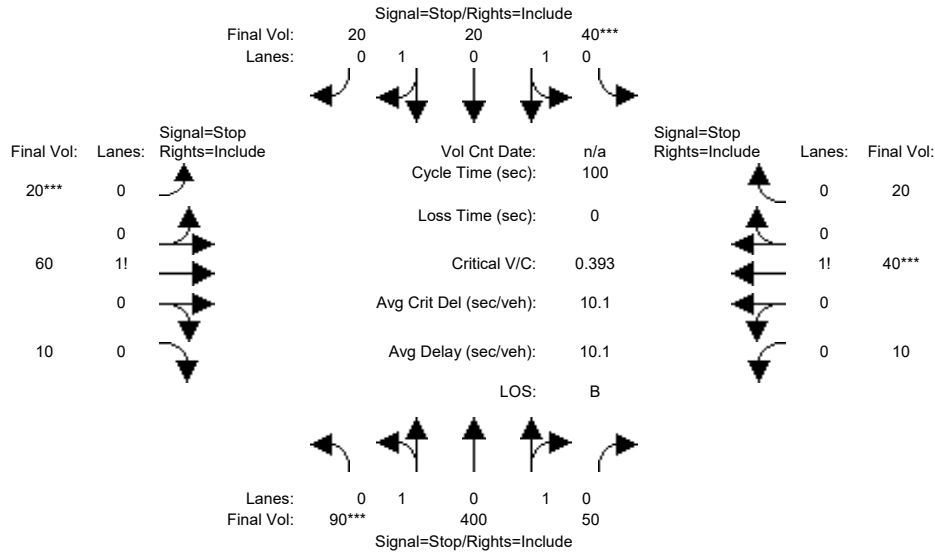
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	90	400	50	40	20	20	20	60	10	10	40	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	400	50	40	20	20	20	60	10	10	40	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	400	50	40	20	20	20	60	10	10	40	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	400	50	40	20	20	20	60	10	10	40	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	400	50	40	20	20	20	60	10	10	40	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	400	50	40	20	20	20	60	10	10	40	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	1.48	0.19	1.00	0.50	0.50	0.22	0.67	0.11	0.14	0.57	0.29
Final Sat.:	229	1052	135	584	339	339	142	427	71	93	370	185
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.07	0.06	0.06	0.14	0.14	0.14	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	11.1	10.7	10.3	9.1	8.1	8.1	9.1	9.1	9.1	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	10.7	10.3	9.1	8.1	8.1	9.1	9.1	9.1	8.8	8.8	8.8
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.7			8.6			9.1			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			8.6			9.1			8.8	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.6	0.6	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #3 Birch St & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	90	400		50		40	20		20		20	60		10		10	40		20	
Major Street Volume:									620											
Minor Approach Volume:									90											
Minor Approach Volume Threshold:									450											

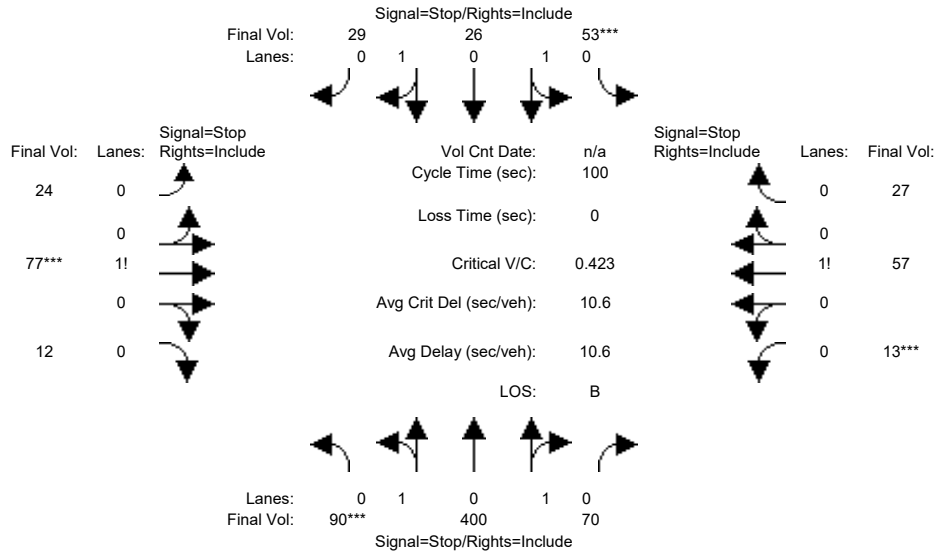
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative+Project AM

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	90	400	50	40	20	20	20	60	10	10	40	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	400	50	40	20	20	20	60	10	10	40	20
Added Vol:	0	0	20	13	6	9	4	17	2	3	17	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	400	70	53	26	29	24	77	12	13	57	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	400	70	53	26	29	24	77	12	13	57	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	400	70	53	26	29	24	77	12	13	57	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	400	70	53	26	29	24	77	12	13	57	27

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	1.43	0.25	0.98	0.48	0.54	0.21	0.68	0.11	0.13	0.59	0.28
Final Sat.:	213	980	177	552	311	349	131	422	66	84	368	174

Capacity Analysis Module:												
Vol/Sat:	0.42	0.41	0.40	0.10	0.08	0.08	0.18	0.18	0.18	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	11.8	11.3	10.9	9.5	8.5	8.4	9.6	9.6	9.6	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.3	10.9	9.5	8.5	8.4	9.6	9.6	9.6	9.3	9.3	9.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.3			8.9			9.6			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			8.9			9.6			9.3	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.7	0.6	0.6	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 Birch St & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	90	400		70		53	26		29		24	77		12		13	57		27	
Major Street Volume:					668															
Minor Approach Volume:					113															
Minor Approach Volume Threshold:					424															

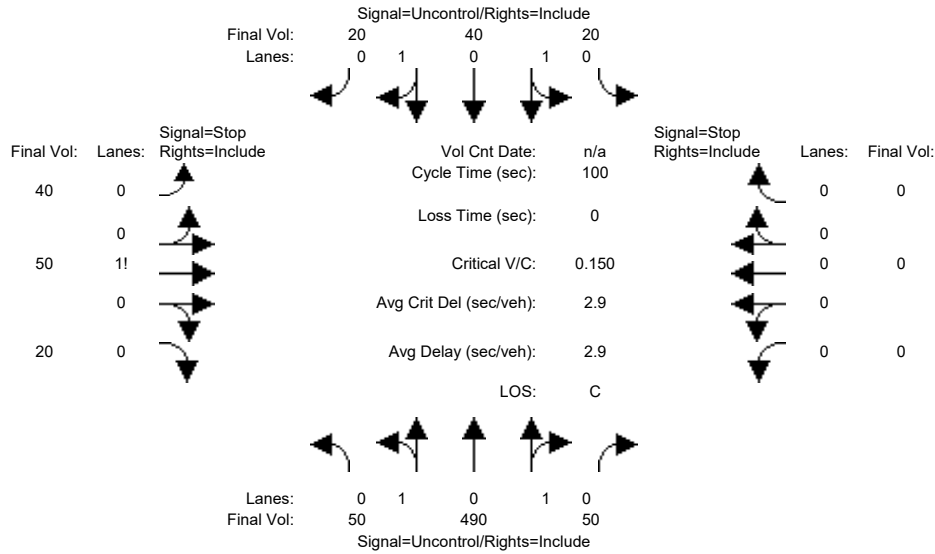
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #4: Birch St & Grant Ave



Street Name: Birch St Grant Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	50	490	50	20	40	20	40	50	20	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:	50	490	50	20	40	20	40	50	20	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:	50	490	50	20	40	20	40	50	20	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:	50	490	50	20	40	20	40	50	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	490	50	20	40	20	40	50	20	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	60	xxxx	xxxxxx	540	xxxx	xxxxxx	435	730	30	xxxx	xxxx	xxxxxx
Potent Cap.:	1556	xxxx	xxxxxx	1039	xxxx	xxxxxx	555	352	1044	xxxx	xxxx	xxxxxx
Move Cap.:	1556	xxxx	xxxxxx	1039	xxxx	xxxxxx	532	333	1044	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.08	0.15	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	450	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	15.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			15.6		xxxxxxx			
ApproachLOS:	*			*			C		*			*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 490 50	20 40 20	40 50 20	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	15.6	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.5]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=110]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=780]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #4 Birch St & Grant Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 490 50	20 40 20	40 50 20	0 0 0 0

Major Street Volume: 670  
Minor Approach Volume: 110  
Minor Approach Volume Threshold: 423

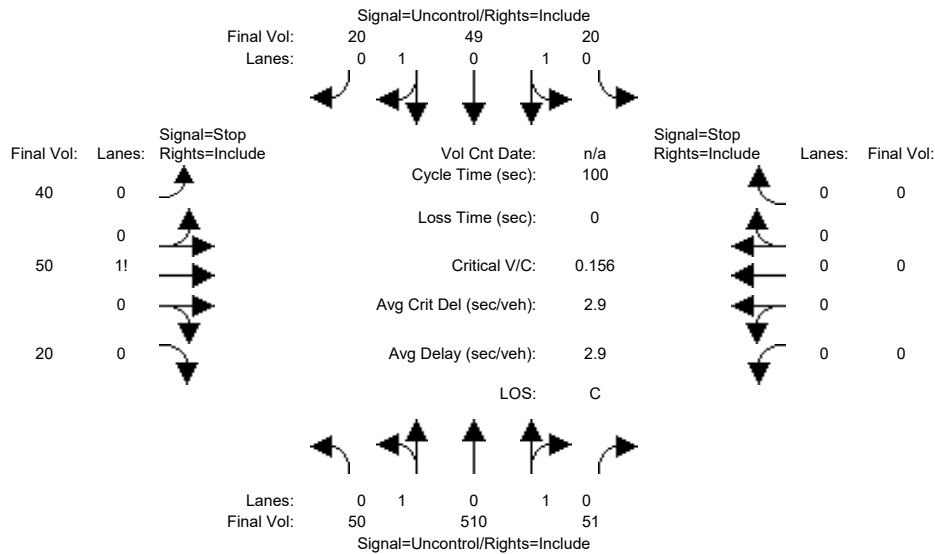
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative+Project AM

Intersection #4: Birch St & Grant Ave



Street Name:	Birch St						Grant Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	50	490	50	20	40	20	40	50	20	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:	50	490	50	20	40	20	40	50	20	0	0	0
Added Vol:	0	20	1	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	510	51	20	49	20	40	50	20	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:	50	510	51	20	49	20	40	50	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	50	510	51	20	49	20	40	50	20	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	69	xxxx	xxxxx	561	xxxx	xxxxx	454	760	35	xxxx	xxxx	xxxxx
Potent Cap.:	1545	xxxx	xxxxx	1020	xxxx	xxxxx	540	338	1037	xxxx	xxxx	xxxxx
Move Cap.:	1545	xxxx	xxxxx	1020	xxxx	xxxxx	518	320	1037	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.08	0.16	0.02	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	435	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxxx	1.0	xxxxx	xxxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxxx	16.1	xxxxxx	xxxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	16.1	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	C	C	C	*	*	*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 510 51	20 49 20	40 50 20	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	16.1	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=110]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=810]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 510 51	20 49 20	40 50 20	0 0 0 0

Major Street Volume: 700  
 Minor Approach Volume: 110  
 Minor Approach Volume Threshold: 408

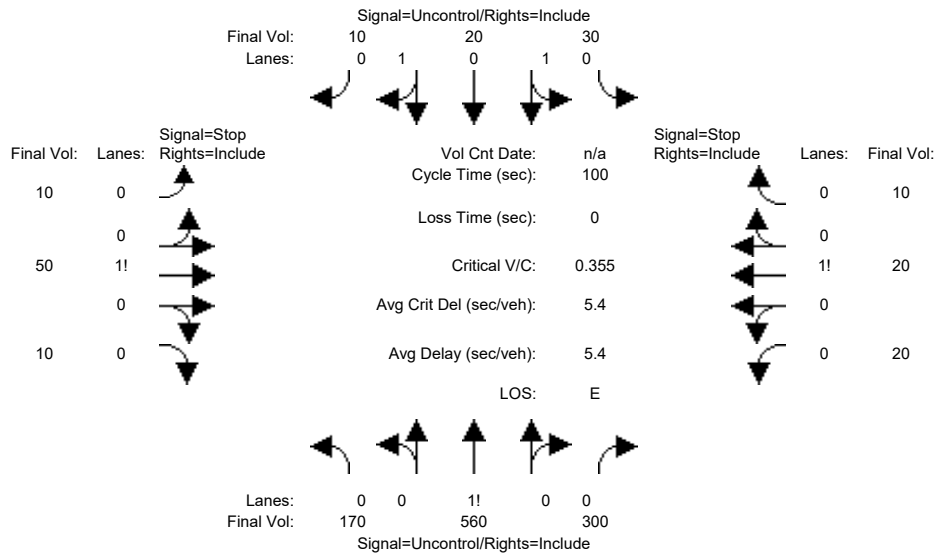
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #5: Birch St & Sheridan Ave



Street Name: Birch St Sheridan Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUp Time.

Table with 12 columns representing movements and 4 rows of capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #5 Birch St & Sheridan Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	170 560 300	30 20 10	10 50 10	20 20 10
ApproachDel:	xxxxxxx	xxxxxxx	43.7	37.8

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.8]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=70]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1210]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.5]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=50]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1210]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

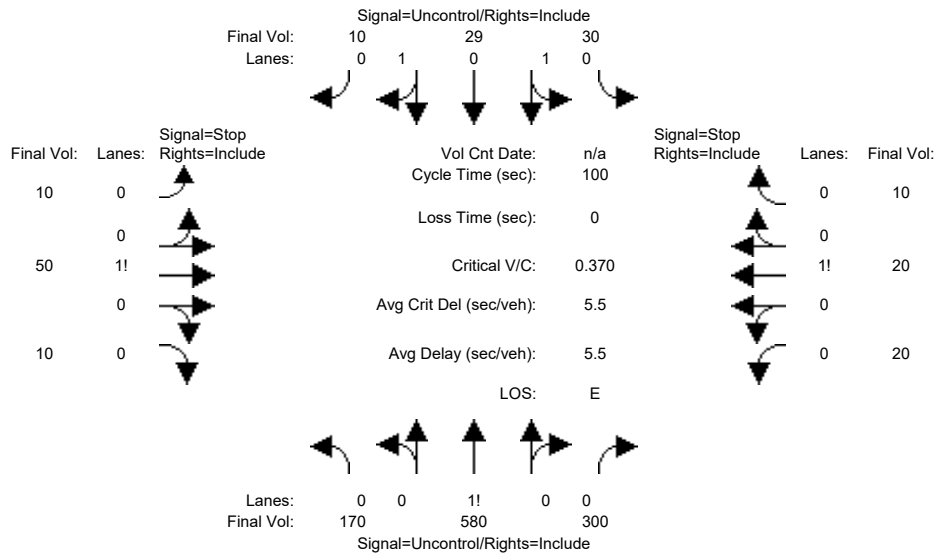
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	170 560 300	30 20 10	10 50 10	20 20 10
Major Street Volume:	1090			
Minor Approach Volume:	70			
Minor Approach Volume Threshold:	255			

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Project AM

Intersection #5: Birch St & Sheridan Ave



Street Name: Birch St Sheridan Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing volume modules for different movements and approaches. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 12 columns representing critical gap modules. Rows include Critical Gap and FollowUpTim.

Table with 12 columns representing capacity modules. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service modules. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #5 Birch St & Sheridan Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

	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	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	170 580 300	30 29 10	10 50 10	20 20 10
ApproachDel:	xxxxxxx	xxxxxxx	46.6	40.1

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.9]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=70]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1239]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.6]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=50]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1239]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

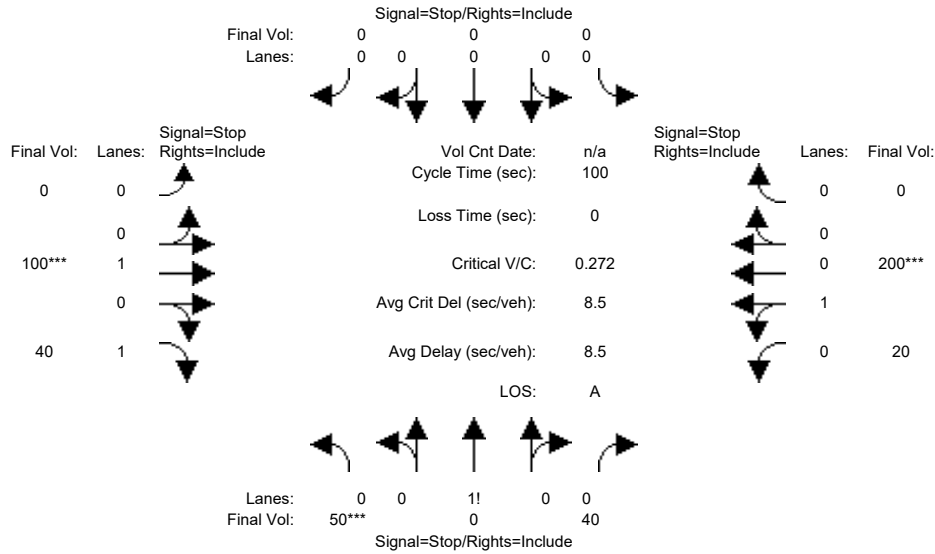
	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	170 580 300	30 29 10	10 50 10	20 20 10
Major Street Volume:	1119			
Minor Approach Volume:	70			
Minor Approach Volume Threshold:	246			

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	0	40	0	0	0	0	100	40	20	200	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:	50	0	40	0	0	0	0	100	40	20	200	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:	50	0	40	0	0	0	0	100	40	20	200	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:	50	0	40	0	0	0	0	100	40	20	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	40	0	0	0	0	100	40	20	200	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:	50	0	40	0	0	0	0	100	40	20	200	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	1.00	1.00	0.09	0.91	0.00
Final Sat.:	418	0	334	0	0	0	0	726	846	74	736	0
Capacity Analysis Module:												
Vol/Sat:	0.12	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	0.14	0.05	0.27	0.27	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.1	0.0	8.1	0.0	0.0	0.0	0.0	8.3	7.1	9.0	9.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	8.1	0.0	0.0	0.0	0.0	8.3	7.1	9.0	9.0	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.1			xxxxxx				8.0			9.0	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.1			xxxxxx				8.0			9.0	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #6 Ash St & California Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	50	0	40	0	0	0	0	100	40	20	200	0
Major Street Volume:	360											
Minor Approach Volume:	90											
Minor Approach Volume Threshold:	637											

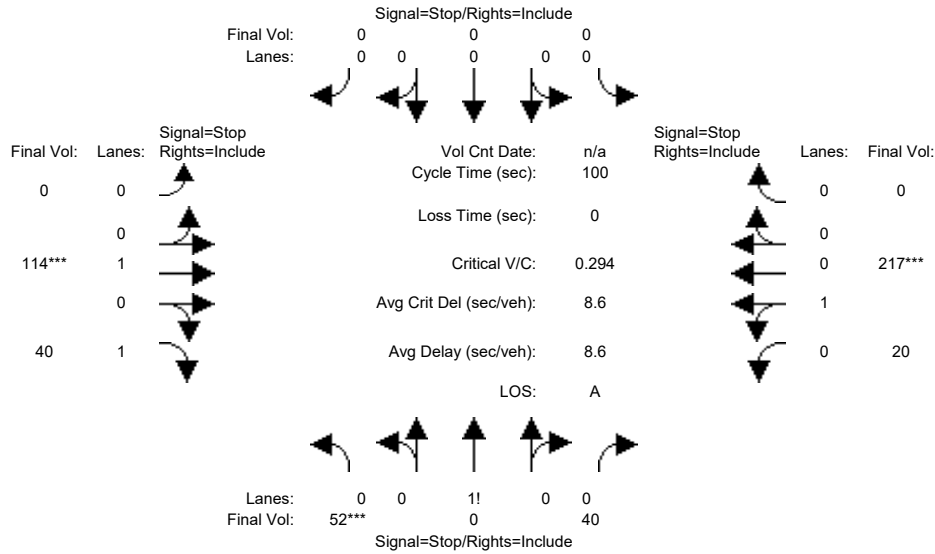
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cummulative+Project AM

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	50	0	40	0	0	0	0	100	40	20	200	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:	50	0	40	0	0	0	0	100	40	20	200	0
Added Vol:	2	0	0	0	0	0	0	14	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	40	0	0	0	0	114	40	20	217	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:	52	0	40	0	0	0	0	114	40	20	217	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	40	0	0	0	0	114	40	20	217	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:	52	0	40	0	0	0	0	114	40	20	217	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	1.00	1.00	0.08	0.92	0.00
Final Sat.:	417	0	320	0	0	0	0	723	842	68	738	0

Capacity Analysis Module:												
Vol/Sat:	0.12	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	0.16	0.05	0.29	0.29	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	8.5	7.1	9.2	9.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	8.5	7.1	9.2	9.2	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.2			xxxxxx				8.1			9.2	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.2			xxxxxx				8.1			9.2	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	52	0	40	0	0	0	0	114	40	20	217	0
Major Street Volume:							391					
Minor Approach Volume:							92					
Minor Approach Volume Threshold:	608											

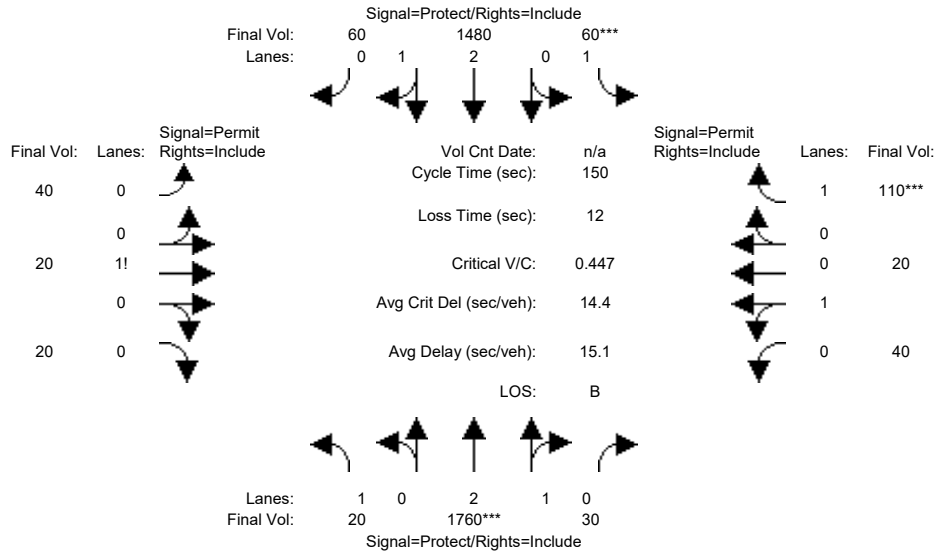
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	20	1760	30	60	1480	60	40	20	20	40	20	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1760	30	60	1480	60	40	20	20	40	20	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1760	30	60	1480	60	40	20	20	40	20	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1760	30	60	1480	60	40	20	20	40	20	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1760	30	60	1480	60	40	20	20	40	20	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	20	1760	30	60	1480	60	40	20	20	40	20	110

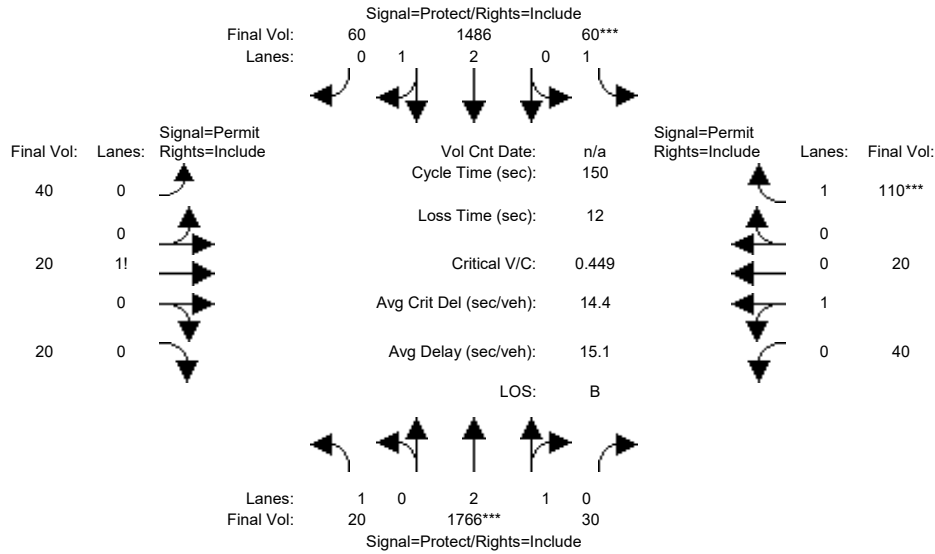
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.87	0.13	0.51	0.23	0.26	0.68	0.32	1.00
Final Sat.:	1750	5596	95	1750	5460	221	893	446	446	1198	599	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.03	0.27	0.27	0.04	0.04	0.04	0.03	0.03	0.06
Crit Moves:	****			****						****		
Green Time:	17.2	105	105.4	11.5	99.8	99.8	21.1	21.1	21.1	21.1	21.1	21.1
Volume/Cap:	0.10	0.45	0.45	0.45	0.41	0.41	0.32	0.32	0.32	0.24	0.24	0.45
Uniform Del:	59.5	9.7	9.7	66.2	11.5	11.5	58.0	58.0	58.0	57.3	57.3	59.1
IncrementDel:	0.2	0.1	0.1	2.4	0.1	0.1	0.7	0.7	0.7	0.5	0.5	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.7	9.7	9.7	68.6	11.6	11.6	58.7	58.7	58.7	57.8	57.8	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	9.7	9.7	68.6	11.6	11.6	58.7	58.7	58.7	57.8	57.8	60.4
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	E+	E+	E+	E
HCM2kAvgQ:	1	12	12	3	11	11	4	4	4	3	3	5

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

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	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	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	20	1760	30	60	1480	60	40	20	20	40	20	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1760	30	60	1480	60	40	20	20	40	20	110
Added Vol:	0	6	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:	20	1766	30	60	1486	60	40	20	20	40	20	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1766	30	60	1486	60	40	20	20	40	20	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1766	30	60	1486	60	40	20	20	40	20	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	20	1766	30	60	1486	60	40	20	20	40	20	110

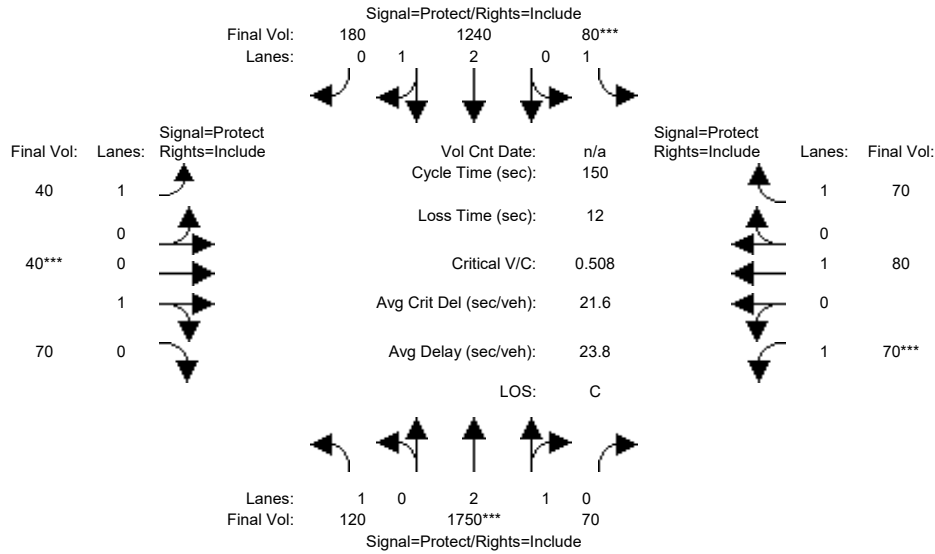
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.87	0.13	0.51	0.23	0.26	0.68	0.32	1.00
Final Sat.:	1750	5597	95	1750	5461	220	893	446	446	1198	599	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.03	0.27	0.27	0.04	0.04	0.04	0.03	0.03	0.06
Crit Moves:	****			****						****		
Green Time:	17.1	106	105.5	11.5	99.9	99.9	21.0	21.0	21.0	21.0	21.0	21.0
Volume/Cap:	0.10	0.45	0.45	0.45	0.41	0.41	0.32	0.32	0.32	0.24	0.24	0.45
Uniform Del:	59.5	9.6	9.6	66.2	11.5	11.5	58.1	58.1	58.1	57.4	57.4	59.2
IncrementDel:	0.2	0.1	0.1	2.4	0.1	0.1	0.7	0.7	0.7	0.5	0.5	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.8	9.7	9.7	68.6	11.6	11.6	58.8	58.8	58.8	57.9	57.9	60.5
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:	59.8	9.7	9.7	68.6	11.6	11.6	58.8	58.8	58.8	57.9	57.9	60.5
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	E+	E+	E+	E
HCM2kAvgQ:	1	12	12	3	11	11	4	4	4	3	3	5

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

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	120	1750	70	80	1240	180	40	40	70	70	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1750	70	80	1240	180	40	40	70	70	80	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1750	70	80	1240	180	40	40	70	70	80	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:	120	1750	70	80	1240	180	40	40	70	70	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1750	70	80	1240	180	40	40	70	70	80	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
Final Volume:	120	1750	70	80	1240	180	40	40	70	70	80	70

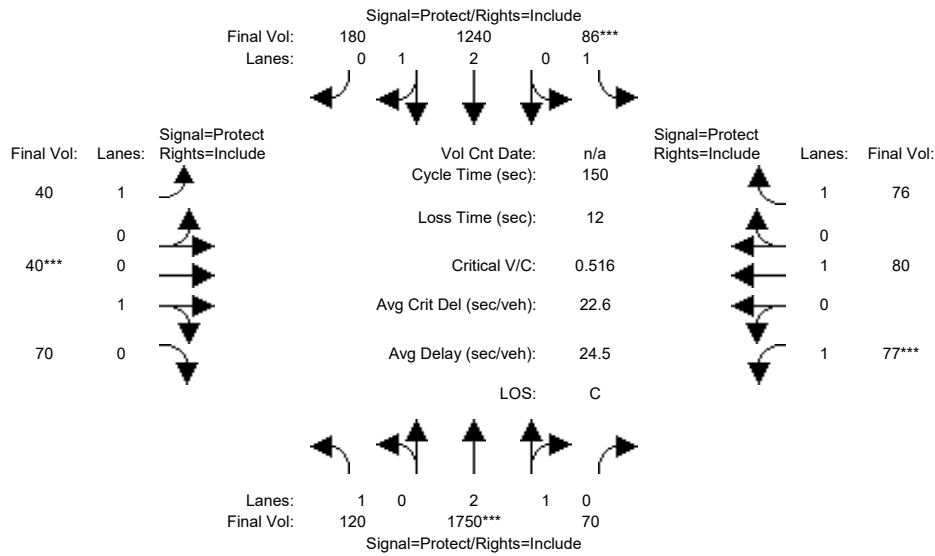
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	2.59	0.41	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5463	219	1750	4924	715	1750	655	1147	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.05	0.25	0.25	0.02	0.06	0.06	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.1	94.6	94.6	13.5	85.0	85.0	12.3	18.0	18.0	11.8	17.6	17.6
Volume/Cap:	0.44	0.51	0.51	0.51	0.44	0.44	0.28	0.51	0.51	0.51	0.36	0.34
Uniform Del:	57.6	15.0	15.0	65.1	18.8	18.8	64.7	61.8	61.8	66.3	61.0	60.9
IncrcmntDel:	1.2	0.1	0.1	2.7	0.1	0.1	1.1	2.0	2.0	3.1	1.0	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.8	15.2	15.2	67.8	18.9	18.9	65.8	63.8	63.8	69.4	62.0	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	15.2	15.2	67.8	18.9	18.9	65.8	63.8	63.8	69.4	62.0	61.9
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E	E	E
HCM2kAvgQ:	6	15	15	4	12	12	2	5	5	4	4	3

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

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

Intersection #8: ECR & California Ave



Street Name:	ECR						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	120	1750	70	80	1240	180	40	40	70	70	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1750	70	80	1240	180	40	40	70	70	80	70
Added Vol:	0	0	0	6	0	0	0	0	0	7	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1750	70	86	1240	180	40	40	70	77	80	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1750	70	86	1240	180	40	40	70	77	80	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1750	70	86	1240	180	40	40	70	77	80	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	120	1750	70	86	1240	180	40	40	70	77	80	76

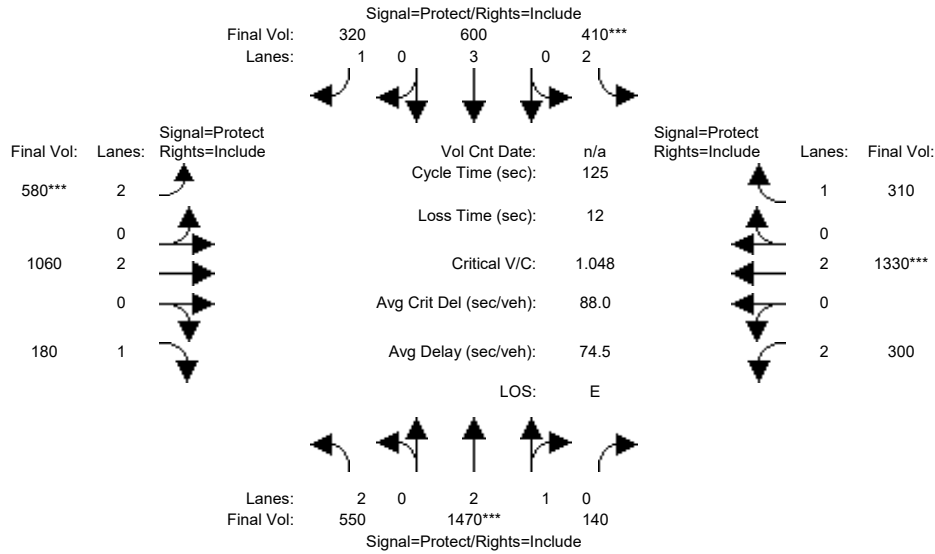
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	2.59	0.41	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5463	219	1750	4924	715	1750	655	1147	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.05	0.25	0.25	0.02	0.06	0.06	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.0	93.2	93.2	14.3	84.5	84.5	12.6	17.8	17.8	12.8	18.0	18.0
Volume/Cap:	0.45	0.52	0.52	0.52	0.45	0.45	0.27	0.52	0.52	0.52	0.35	0.36
Uniform Del:	57.7	15.8	15.8	64.6	19.1	19.1	64.4	62.1	62.1	65.6	60.7	60.7
IncrcmntDel:	1.2	0.1	0.1	2.8	0.1	0.1	1.0	2.2	2.2	3.1	0.9	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.9	16.0	16.0	67.3	19.2	19.2	65.4	64.3	64.3	68.7	61.6	61.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	16.0	16.0	67.3	19.2	19.2	65.4	64.3	64.3	68.7	61.6	61.8
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E	E	E
HCM2kAvgQ:	6	15	15	4	12	12	2	6	6	4	4	4

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

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

Intersection #9: El Camino Real & Page Mill Rd

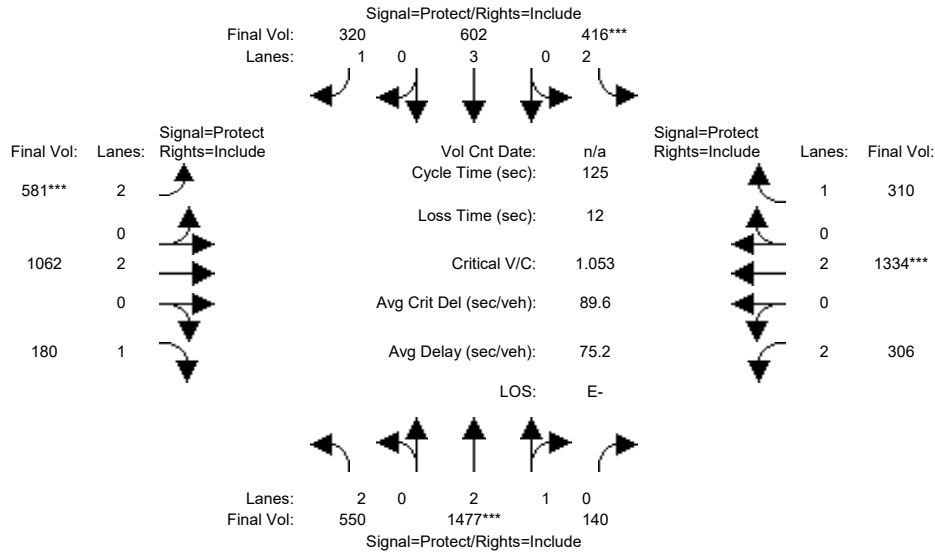


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1470	140	410	600	320	580	1060	180	300	1330	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1470	140	410	600	320	580	1060	180	300	1330	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1470	140	410	600	320	580	1060	180	300	1330	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1470	140	410	600	320	580	1060	180	300	1330	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1470	140	410	600	320	580	1060	180	300	1330	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	550	1470	140	410	600	320	580	1060	180	300	1330	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.73	0.27	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5191	494	3150	5700	1847	3150	3800	1750	2625	3800	1847
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.28	0.13	0.11	0.17	0.18	0.28	0.10	0.11	0.35	0.17
Crit Moves:	****			****			****			****		
Green Time:	19.3	33.8	33.8	15.5	30.0	30.0	22.0	45.2	45.2	18.5	41.7	41.7
Volume/Cap:	1.13	1.05	1.05	1.05	0.44	0.72	1.05	0.77	0.28	0.77	1.05	0.50
Uniform Del:	52.9	45.6	45.6	54.7	40.3	43.7	51.5	35.3	28.4	51.2	41.6	33.3
IncrementDel:	82.0	36.7	36.7	58.6	1.0	9.8	51.4	4.3	1.1	13.8	38.8	2.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	134.8	82.3	82.3	113.4	41.4	53.4	103.0	39.6	29.5	65.0	80.5	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.8	82.3	82.3	113.4	41.4	53.4	103.0	39.6	29.5	65.0	80.5	36.2
LOS by Move:	F	F	F	F	D	D-	F	D	C	E	F	D+
HCM2kAvgQ:	21	29	30	15	7	13	20	19	5	9	34	10

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

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

Intersection #9: El Camino Real & Page Mill Rd

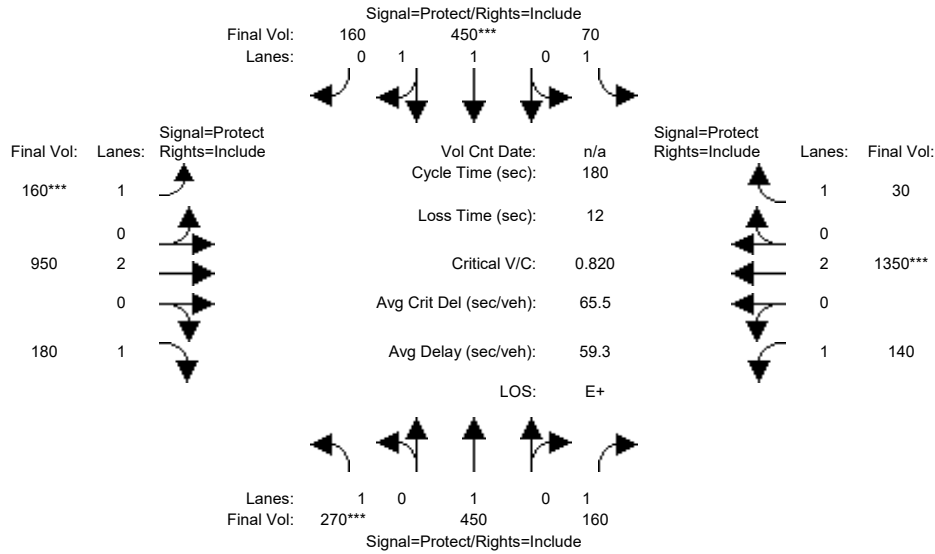


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1470	140	410	600	320	580	1060	180	300	1330	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1470	140	410	600	320	580	1060	180	300	1330	310
Added Vol:	0	7	0	6	2	0	1	2	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1477	140	416	602	320	581	1062	180	306	1334	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1477	140	416	602	320	581	1062	180	306	1334	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1477	140	416	602	320	581	1062	180	306	1334	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	550	1477	140	416	602	320	581	1062	180	306	1334	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.73	0.27	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5194	492	3150	5700	1847	3150	3800	1750	2625	3800	1847
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.28	0.13	0.11	0.17	0.18	0.28	0.10	0.12	0.35	0.17
Crit Moves:	****			****			****			****		
Green Time:	19.4	33.8	33.8	15.7	30.0	30.0	21.9	44.9	44.9	18.7	41.7	41.7
Volume/Cap:	1.12	1.05	1.05	1.05	0.44	0.72	1.05	0.78	0.29	0.78	1.05	0.50
Uniform Del:	52.8	45.6	45.6	54.7	40.4	43.7	51.6	35.7	28.6	51.2	41.7	33.4
IncrementDel:	78.9	38.4	38.4	59.9	1.0	9.8	53.0	4.4	1.1	14.1	40.5	2.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	131.7	84.0	84.0	114.6	41.4	53.4	104.6	40.1	29.8	65.3	82.2	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.7	84.0	84.0	114.6	41.4	53.4	104.6	40.1	29.8	65.3	82.2	36.3
LOS by Move:	F	F	F	F	D	D-	F	D	C	E	F	D+
HCM2kAvgQ:	21	29	30	15	7	13	20	19	5	9	35	10

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

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	270	450	160	70	450	160	160	950	180	140	1350	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	450	160	70	450	160	160	950	180	140	1350	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:	270	450	160	70	450	160	160	950	180	140	1350	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	450	160	70	450	160	160	950	180	140	1350	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	450	160	70	450	160	160	950	180	140	1350	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:	270	450	160	70	450	160	160	950	180	140	1350	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2742	975	1750	3800	1750	1750	3800	1750

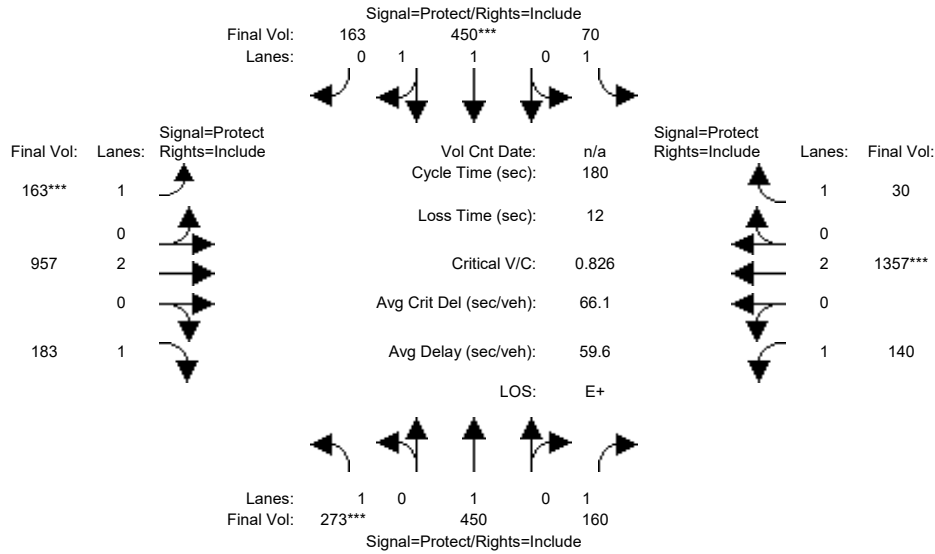
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.09	0.04	0.16	0.16	0.09	0.25	0.10	0.08	0.36	0.02
Crit Moves:	****				****		****				****	
Green Time:	33.9	59.8	59.8	10.1	36.0	36.0	20.1	74.3	74.3	23.8	78.0	78.0
Volume/Cap:	0.82	0.71	0.28	0.71	0.82	0.82	0.82	0.61	0.25	0.61	0.82	0.04
Uniform Del:	70.1	52.6	44.2	83.5	68.9	68.9	78.2	41.4	34.6	73.7	44.8	29.4
IncrementDel:	19.9	6.7	1.2	35.6	9.8	9.8	30.5	1.7	0.8	11.2	4.7	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.1	59.3	45.3	119.2	78.7	78.7	108.7	43.1	35.4	84.9	49.5	29.5
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:	90.1	59.3	45.3	119.2	78.7	78.7	108.7	43.1	35.4	84.9	49.5	29.5
LOS by Move:	F	E+	D	F	E-	E-	F	D	D+	F	D	C
HCM2kAvgQ:	17	22	7	5	18	18	11	20	7	9	33	1

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



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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	270	450	160	70	450	160	160	950	180	140	1350	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	450	160	70	450	160	160	950	180	140	1350	30
Added Vol:	3	0	0	0	0	3	3	7	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	450	160	70	450	163	163	957	183	140	1357	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	450	160	70	450	163	163	957	183	140	1357	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	450	160	70	450	163	163	957	183	140	1357	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:	273	450	160	70	450	163	163	957	183	140	1357	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2727	988	1750	3800	1750	1750	3800	1750

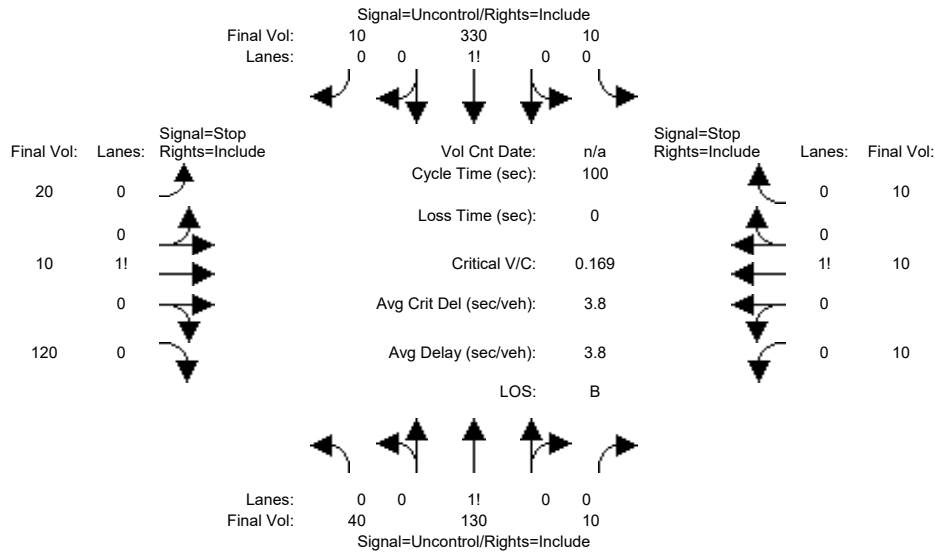
Capacity Analysis Module:

Vol/Sat:	0.16	0.24	0.09	0.04	0.16	0.16	0.09	0.25	0.10	0.08	0.36	0.02
Crit Moves:	****			****			****			****		
Green Time:	34.0	59.8	59.8	10.1	35.9	35.9	20.3	74.4	74.4	23.6	77.8	77.8
Volume/Cap:	0.83	0.71	0.28	0.71	0.83	0.83	0.83	0.61	0.25	0.61	0.83	0.04
Uniform Del:	70.2	52.6	44.2	83.5	69.0	69.0	78.1	41.4	34.6	73.8	45.1	29.5
IncrementDel:	20.5	6.7	1.2	35.6	10.2	10.2	31.1	1.8	0.8	11.5	4.9	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.7	59.3	45.3	119.2	79.2	79.2	109.2	43.1	35.4	85.3	50.0	29.6
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:	90.7	59.3	45.3	119.2	79.2	79.2	109.2	43.1	35.4	85.3	50.0	29.6
LOS by Move:	F	E+	D	F	E-	E-	F	D	D+	F	D	C
HCM2kAvgQ:	18	22	7	5	18	18	12	20	7	9	34	1

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

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

Intersection #1: Park Blvd & Sherman Ave



Street Name: Park Blvd Sherman Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	40	130	10	10	330	10	20	10	120	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	130	10	10	330	10	20	10	120	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	130	10	10	330	10	20	10	120	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	130	10	10	330	10	20	10	120	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	130	10	10	330	10	20	10	120	10	10	10

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	340	xxxx	xxxxxx	140	xxxx	xxxxxx	580	575	335	635	575	135
Potent Cap.:	1230	xxxx	xxxxxx	1456	xxxx	xxxxxx	429	431	712	394	431	919
Move Cap.:	1230	xxxx	xxxxxx	1456	xxxx	xxxxxx	404	414	712	312	414	919
Volume/Cap:	0.03	xxxx	xxxxxx	0.01	xxxx	xxxxxx	0.05	0.02	0.17	0.03	0.02	0.01

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	619	xxxxxx	xxxx	447	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	0.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.7	xxxxxx	xxxxxx	13.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx				12.7			13.6	
ApproachLOS:	*			*				B			B	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	40 130 10	10 330 10	20 10 120	10 10 10
ApproachDel:	xxxxxx	xxxxxx	12.7	13.6

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=150]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=710]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=30]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=710]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	40 130 10	10 330 10	20 10 120	10 10 10

Major Street Volume: 530  
 Minor Approach Volume: 150  
 Minor Approach Volume Threshold: 389

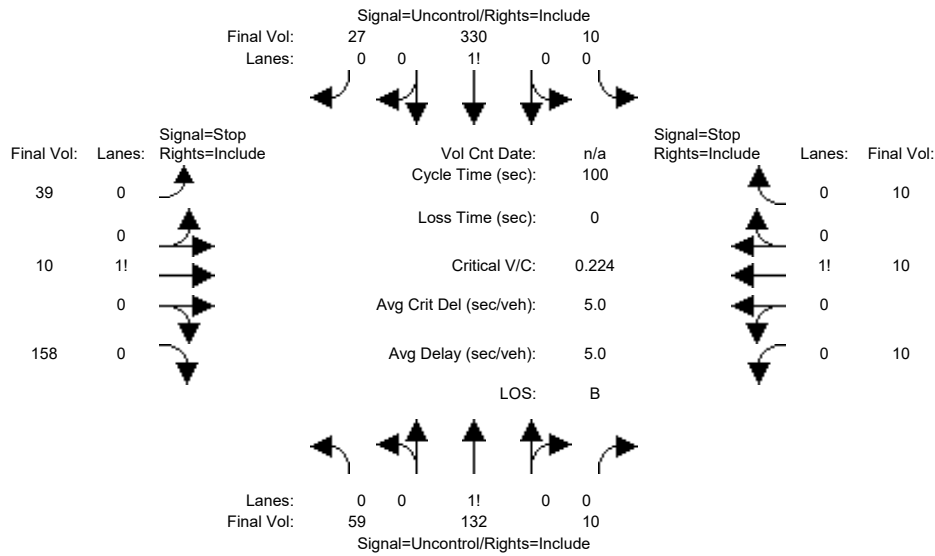
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Project PM

Intersection #1: Park Blvd & Sherman Ave



Street Name: Park Blvd Sherman Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 11 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing movements and 2 rows of critical gap and follow-up time data.

Table with 12 columns representing movements and 4 rows of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of Level of Service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #1 Park Blvd & Sherman Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	59 132 10	10 330 27	39 10 158	10 10 10
ApproachDel:	xxxxxxx	xxxxxxx	14.6	14.9

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.8]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=207]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=805]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=30]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=805]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #1 Park Blvd & Sherman Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	59 132 10	10 330 27	39 10 158	10 10 10

Major Street Volume: 568  
 Minor Approach Volume: 207  
 Minor Approach Volume Threshold: 370

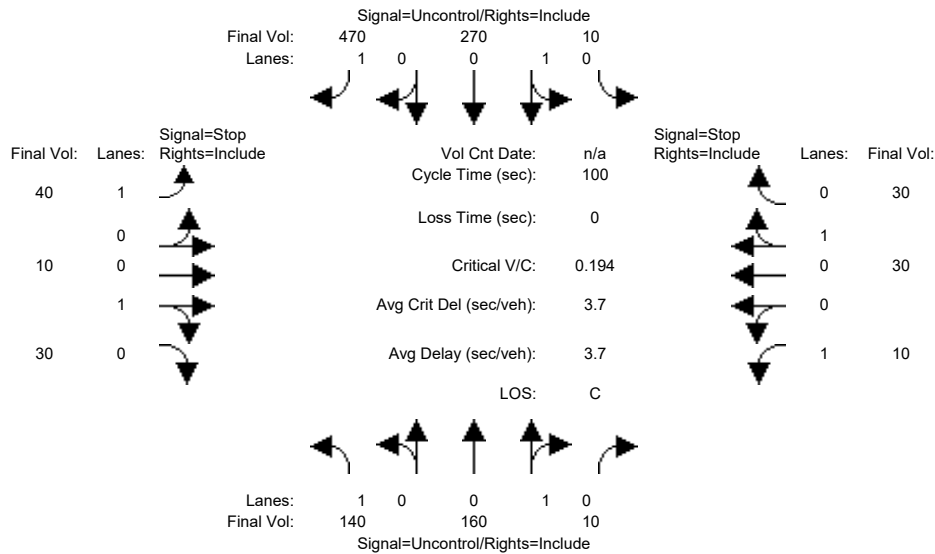
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #2: Park Blvd & Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	140	160	10	10	270	470	40	10	30	10	30	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	160	10	10	270	470	40	10	30	10	30	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:	140	160	10	10	270	470	40	10	30	10	30	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	160	10	10	270	470	40	10	30	10	30	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	160	10	10	270	470	40	10	30	10	30	30
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	740	xxxx	xxxxxx	170	xxxx	xxxxxx	765	740	270	990	1205	165
Potent Cap.:	876	xxxx	xxxxxx	1420	xxxx	xxxxxx	323	347	774	227	185	885
Move Cap.:	876	xxxx	xxxxxx	1420	xxxx	xxxxxx	232	289	774	186	155	885
Volume/Cap:	0.16	xxxx	xxxx	0.01	xxxx	xxxx	0.17	0.03	0.04	0.05	0.19	0.03
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.6	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	9.9	xxxx	xxxxxx	7.6	xxxx	xxxxxx	23.7	xxxx	xxxxxx	25.5	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	D	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	545	xxxx	xxxx	263
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	0.9
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	12.1	xxxxxx	xxxx	22.7
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx			xxxxxxx			17.9			23.1		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	140 160 10	10 270 470	40 10 30	10 30 30
ApproachDel:	xxxxxxx	xxxxxxx	17.9	23.1

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=80]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1210]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=70]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1210]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 Park Blvd & Page Mill Rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	140 160 10	10 270 470	40 10 30	10 30 30

Major Street Volume: 1060  
Minor Approach Volume: 80  
Minor Approach Volume Threshold: 349

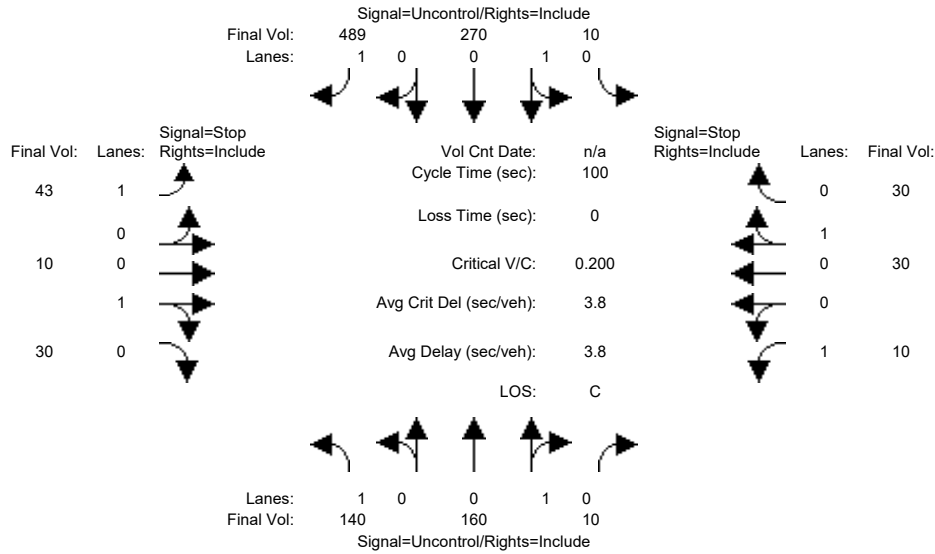
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative+Project PM

Intersection #2: Park Blvd & Page Mill Rd



Street Name: Park Blvd Page Mill Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
Base Vol:	140	160	10	10	270	470	40	10	30	10	30	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	160	10	10	270	470	40	10	30	10	30	30
Added Vol:	0	0	0	0	0	19	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	160	10	10	270	489	43	10	30	10	30	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	160	10	10	270	489	43	10	30	10	30	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	160	10	10	270	489	43	10	30	10	30	30

Critical Gap Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
Cnflct Vol:	759	xxxx	xxxxxx	170	xxxx	xxxxxx	765	740	270	1000	1224	165
Potent Cap.:	862	xxxx	xxxxxx	1420	xxxx	xxxxxx	323	347	774	224	181	885
Move Cap.:	862	xxxx	xxxxxx	1420	xxxx	xxxxxx	231	289	774	183	150	885
Volume/Cap:	0.16	xxxx	xxxx	0.01	xxxx	xxxx	0.19	0.03	0.04	0.05	0.20	0.03

Level Of Service Module:	Park Blvd North Bound			Park Blvd South Bound			Page Mill Rd East Bound			Page Mill Rd West Bound		
2Way95thQ:	0.6	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.7	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	10.0	xxxx	xxxxxx	7.6	xxxx	xxxxxx	24.1	xxxx	xxxxxx	25.9	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	D	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	545	xxxx	xxxx	257
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	0.9
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	12.1	xxxxxx	xxxx	23.2
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxxx			xxxxxxx			18.4			23.6		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 Park Blvd & Page Mill Rd  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	140 160 10	10 270 489	43 10 30	10 30 30
ApproachDel:	xxxxxxx	xxxxxxx	18.4	23.6

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=83]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1232]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.5]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=70]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1232]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #2 Park Blvd & Page Mill Rd  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	140 160 10	10 270 489	43 10 30	10 30 30

Major Street Volume: 1079  
Minor Approach Volume: 83  
Minor Approach Volume Threshold: 341

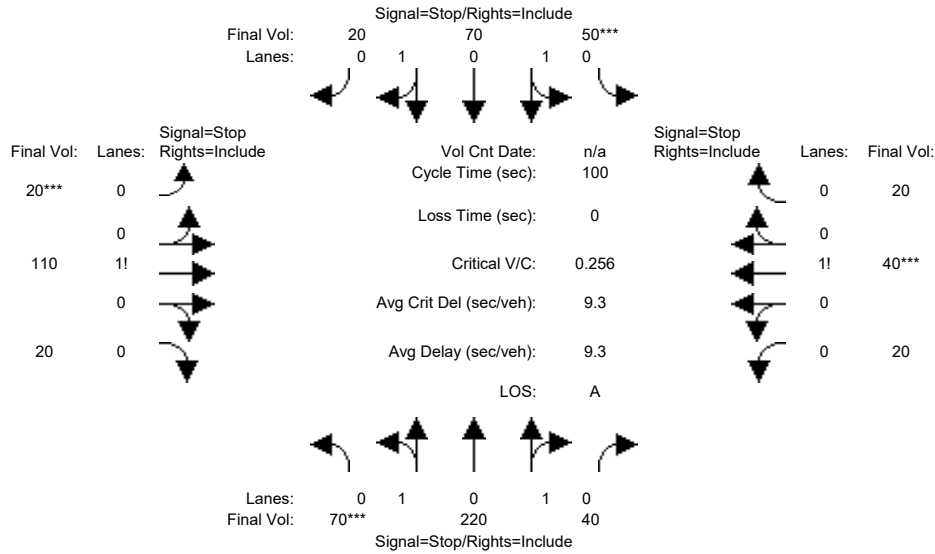
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	220	40	50	70	20	20	110	20	20	40	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	220	40	50	70	20	20	110	20	20	40	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	220	40	50	70	20	20	110	20	20	40	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	220	40	50	70	20	20	110	20	20	40	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	220	40	50	70	20	20	110	20	20	40	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	220	40	50	70	20	20	110	20	20	40	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	1.34	0.24	0.71	1.00	0.29	0.13	0.74	0.13	0.25	0.50	0.25
Final Sat.:	273	894	167	427	641	188	89	492	89	164	327	164
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.24	0.12	0.11	0.11	0.22	0.22	0.22	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	9.9	9.6	9.3	9.2	8.7	8.5	9.4	9.4	9.4	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.6	9.3	9.2	8.7	8.5	9.4	9.4	9.4	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.6			8.9			9.4			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			8.9			9.4			8.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.  
Peak Hour Volume Signal Warrant Report [Urban]  
\*\*\*\*\*  
Intersection #3 Birch St & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	70	220		40		50	70		20		20	110		20		20	40		20	
Major Street Volume:									470											
Minor Approach Volume:									150											
Minor Approach Volume Threshold:	545																			

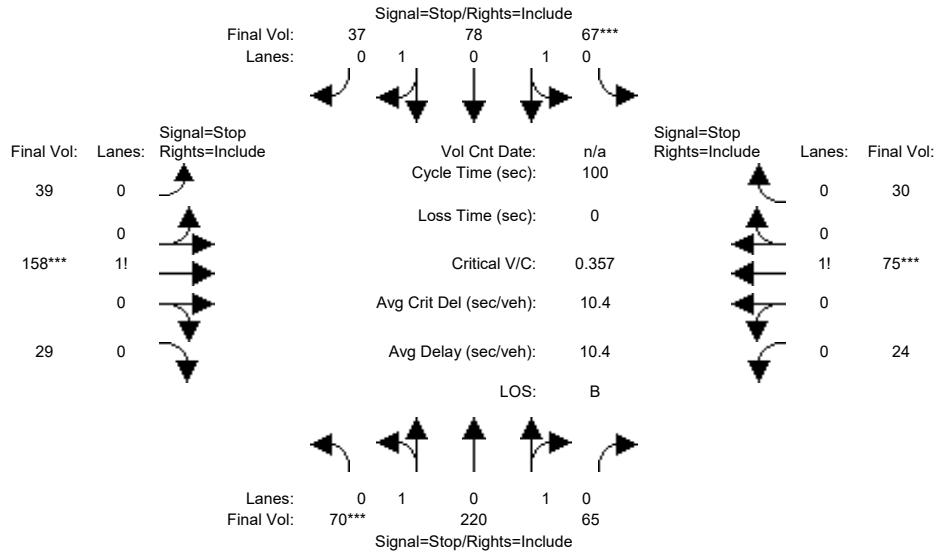
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Cummulative+Project PM

Intersection #3: Birch St & Sherman Ave



Street Name:	Birch St						Sherman Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	70	220	40	50	70	20	20	110	20	20	40	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	220	40	50	70	20	20	110	20	20	40	20
Added Vol:	0	0	25	17	8	17	19	48	9	4	35	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	220	65	67	78	37	39	158	29	24	75	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	220	65	67	78	37	39	158	29	24	75	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	220	65	67	78	37	39	158	29	24	75	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:	70	220	65	67	78	37	39	158	29	24	75	30

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.24	0.37	0.73	0.86	0.41	0.17	0.70	0.13	0.19	0.58	0.23
Final Sat.:	233	762	234	401	503	246	109	442	81	113	354	142

Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.28	0.17	0.16	0.15	0.36	0.36	0.36	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	10.5	10.1	10.1	9.5	9.2	11.1	11.1	11.1	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.5	10.1	10.1	9.5	9.2	11.1	11.1	11.1	9.8	9.8	9.8
LOS by Move:	B	B	B	B	A	A	B	B	B	A	A	A
ApproachDel:		10.5			9.7			11.1			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			9.7			11.1			9.8	
LOS by Appr:		B			A			B			A	
AllWayAvgQ:	0.4	0.3	0.3	0.2	0.2	0.2	0.5	0.5	0.5	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Birch St & Sherman Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	70	220		65		67	78		37		39	158		29		24	75		30	
Major Street Volume:									537											
Minor Approach Volume:									226											
Minor Approach Volume Threshold:	499																			

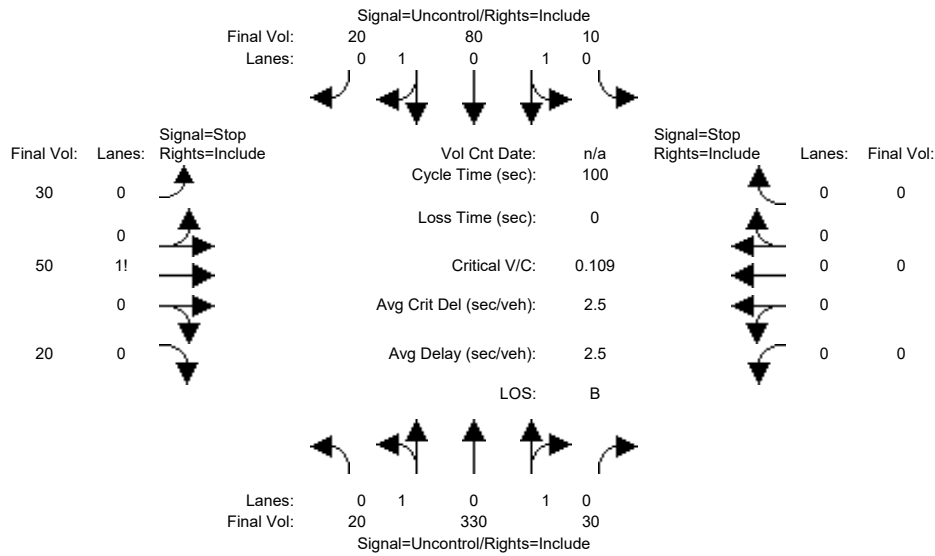
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #4: Birch St & Grant Ave



Street Name: Birch St Grant Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	20	330	30	10	80	20	30	50	20	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:	20	330	30	10	80	20	30	50	20	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:	20	330	30	10	80	20	30	50	20	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:	20	330	30	10	80	20	30	50	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	330	30	10	80	20	30	50	20	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	100	xxxx	xxxxxx	360	xxxx	xxxxxx	315	510	50	xxxx	xxxx	xxxxxx
Potent Cap.:	1505	xxxx	xxxxxx	1210	xxxx	xxxxxx	659	469	1014	xxxx	xxxx	xxxxxx
Move Cap.:	1505	xxxx	xxxxxx	1210	xxxx	xxxxxx	648	459	1014	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.11	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	572	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	8.0	xxxx	xxxxxx	xxxxxx	12.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				12.6		xxxxxxx		
ApproachLOS:	*			*				B		*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #4 Birch St & Grant Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	20 330 30	10 80 20	30 50 20	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	12.6	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=100]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=590]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	20 330 30	10 80 20	30 50 20	0 0 0 0

Major Street Volume: 490  
 Minor Approach Volume: 100  
 Minor Approach Volume Threshold: 531

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Project PM

Intersection #4: Birch St & Grant Ave

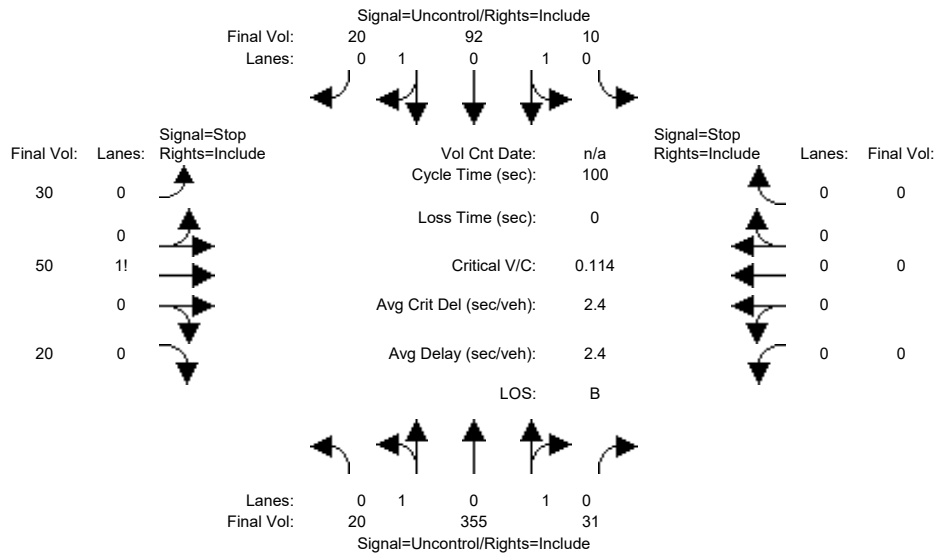


Table with columns for Street Name (Birch St, Grant Ave), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each movement.

Critical Gap Module table showing Critical Gap and FollowUpTim for each movement.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each movement.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each movement.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #4 Birch St & Grant Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	20 355 31	10 92 20	30 50 20	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	13.0	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=100]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=628]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 Birch St & Grant Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	20 355 31	10 92 20	30 50 20	0 0 0 0

Major Street Volume: 528  
 Minor Approach Volume: 100  
 Minor Approach Volume Threshold: 505

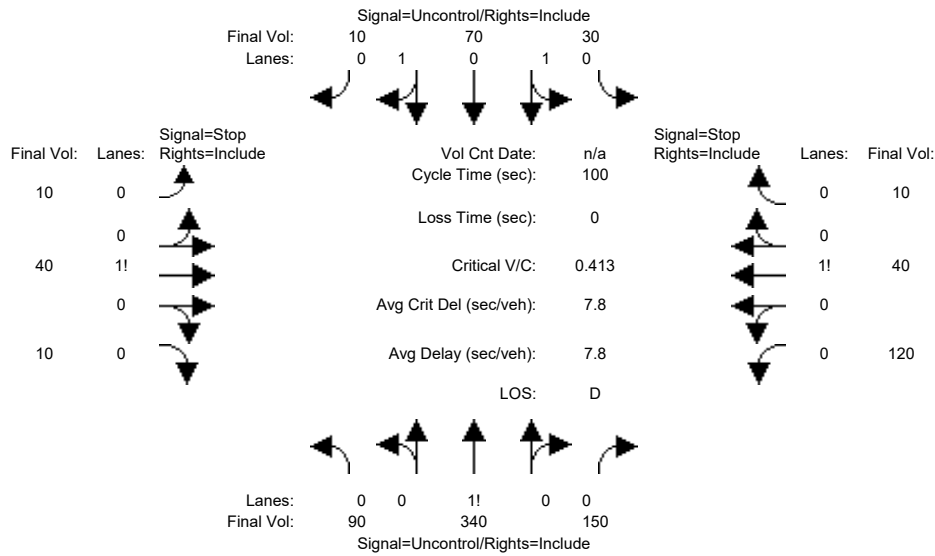
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #5: Birch St & Sheridan Ave



Street Name:	Birch St						Sheridan Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	90	340	150	30	70	10	10	40	10	120	40	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	340	150	30	70	10	10	40	10	120	40	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	340	150	30	70	10	10	40	10	120	40	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	340	150	30	70	10	10	40	10	120	40	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	340	150	30	70	10	10	40	10	120	40	10

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	80	xxxx	xxxxxx	490	xxxx	xxxxxx	755	805	40	710	735	415
Potent Cap.:	1531	xxxx	xxxxxx	1084	xxxx	xxxxxx	328	318	1037	351	349	642
Move Cap.:	1531	xxxx	xxxxxx	1084	xxxx	xxxxxx	272	290	1037	290	318	642
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.04	0.14	0.01	0.41	0.13	0.02

Level of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	326	xxxxxx	xxxx	307	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	3.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	18.5	xxxxxx	xxxxxx	30.4	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx				18.5			30.4	
ApproachLOS:	*			*				C			D	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	90 340 150	30 70 10	10 40 10	120 40 10
ApproachDel:	xxxxxxx	xxxxxxx	18.5	30.4

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=60]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=920]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.4]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=170]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=920]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	90 340 150	30 70 10	10 40 10	120 40 10

Major Street Volume: 690  
 Minor Approach Volume: 170  
 Minor Approach Volume Threshold: 413

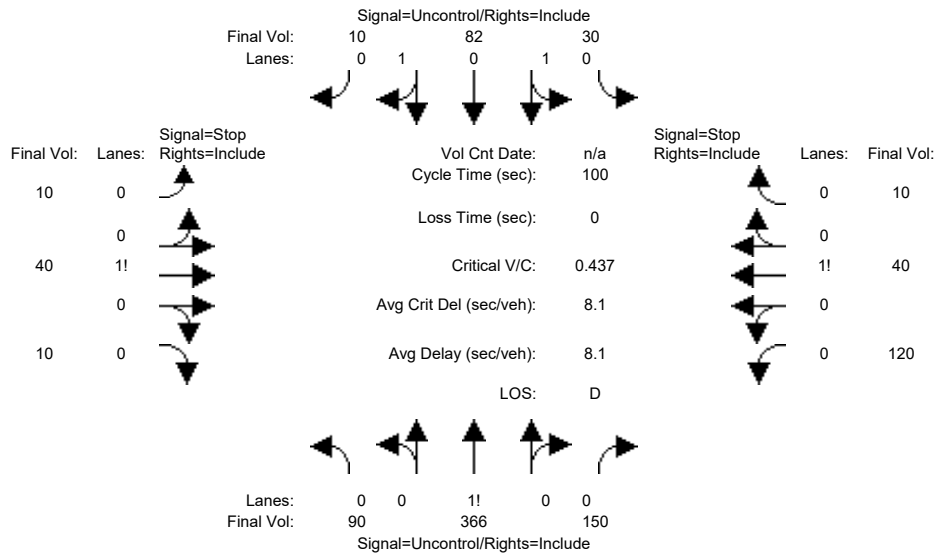
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative+Project PM

Intersection #5: Birch St & Sheridan Ave



Street Name:	Birch St						Sheridan Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	90	340	150	30	70	10	10	40	10	120	40	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	340	150	30	70	10	10	40	10	120	40	10
Added Vol:	0	26	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	366	150	30	82	10	10	40	10	120	40	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	366	150	30	82	10	10	40	10	120	40	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	366	150	30	82	10	10	40	10	120	40	10

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	92	xxxx	xxxxxx	516	xxxx	xxxxxx	793	843	46	742	773	441
Potent Cap.:	1515	xxxx	xxxxxx	1060	xxxx	xxxxxx	309	303	1029	334	332	621
Move Cap.:	1515	xxxx	xxxxxx	1060	xxxx	xxxxxx	255	275	1029	274	302	621
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.04	0.15	0.01	0.44	0.13	0.02

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	309	xxxxxx	xxxx	290	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	3.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	19.4	xxxxxx	xxxxxx	33.5	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxxx	xxxxxxx					19.4			33.5		
ApproachLOS:	*	*					C			D		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #5 Birch St & Sheridan Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	90 366 150	30 82 10	10 40 10	120 40 10
ApproachDel:	xxxxxxx	xxxxxxx	19.4	33.5

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=60]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=958]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.6]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=170]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=958]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #5 Birch St & Sheridan Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

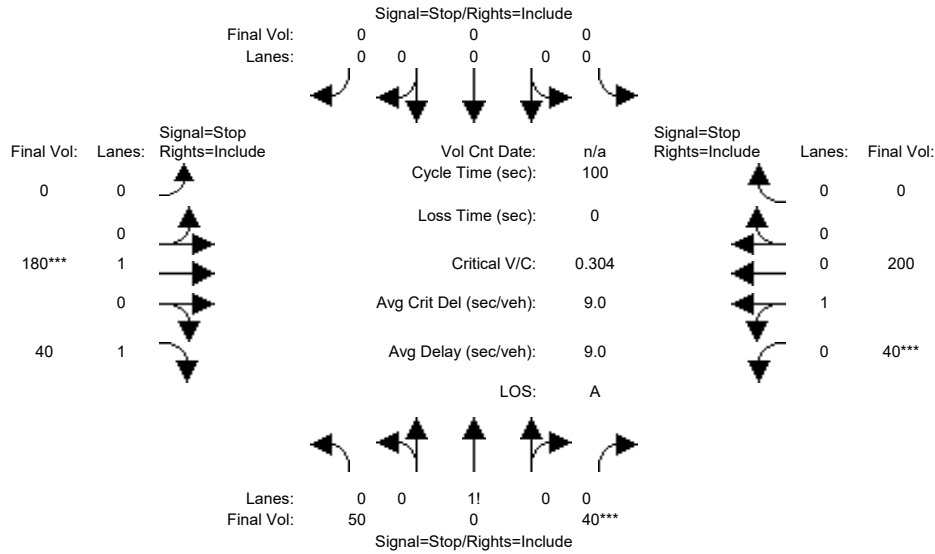
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	90 366 150	30 82 10	10 40 10	120 40 10
Major Street Volume:	728			
Minor Approach Volume:	170			
Minor Approach Volume Threshold:	394			

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	50	0	40	0	0	0	0	180	40	40	200	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:	50	0	40	0	0	0	0	180	40	40	200	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:	50	0	40	0	0	0	0	180	40	40	200	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:	50	0	40	0	0	0	0	180	40	40	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	40	0	0	0	0	180	40	40	200	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:	50	0	40	0	0	0	0	180	40	40	200	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	1.00	1.00	0.17	0.83	0.00
Final Sat.:	394	0	315	0	0	0	0	724	842	132	658	0

Capacity Analysis Module:												
Vol/Sat:	0.13	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	0.25	0.05	0.30	0.30	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	8.4	0.0	8.4	0.0	0.0	0.0	0.0	9.2	7.1	9.4	9.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	8.4	0.0	0.0	0.0	0.0	9.2	7.1	9.4	9.4	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.4			xxxxxx			8.8			9.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	8.4			xxxxxx			8.8			9.4		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	50	0	40	0	0	0	0	180	40	40	200	0
Major Street Volume:							460					
Minor Approach Volume:							90					
Minor Approach Volume Threshold:	552											

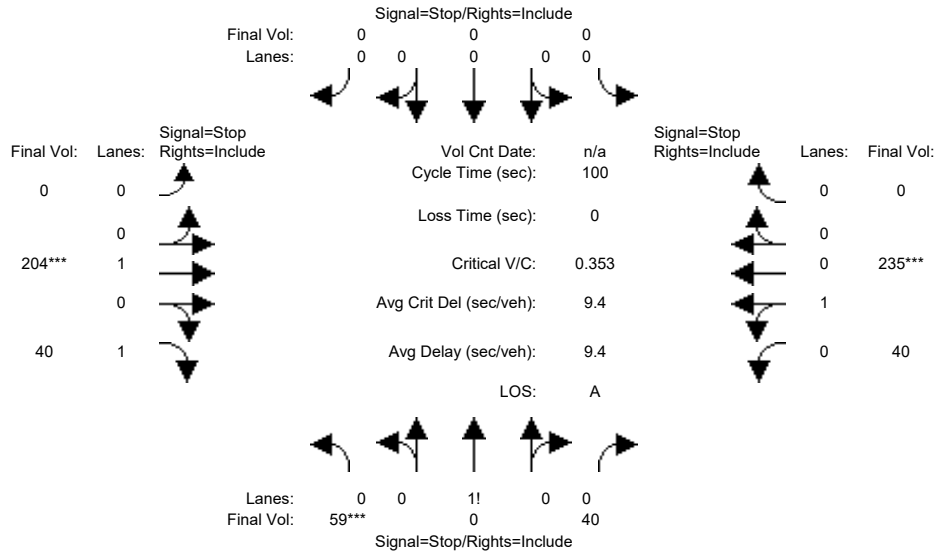
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative+Project PM

Intersection #6: Ash St & California Ave



Street Name:	Ash St						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	50	0	40	0	0	0	0	180	40	40	200	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:	50	0	40	0	0	0	0	180	40	40	200	0
Added Vol:	9	0	0	0	0	0	0	24	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	0	40	0	0	0	0	204	40	40	235	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:	59	0	40	0	0	0	0	204	40	40	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	40	0	0	0	0	204	40	40	235	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:	59	0	40	0	0	0	0	204	40	40	235	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.00	0.40	0.00	0.00	0.00	0.00	1.00	1.00	0.15	0.85	0.00
Final Sat.:	407	0	276	0	0	0	0	714	830	113	666	0

Capacity Analysis Module:												
Vol/Sat:	0.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	0.29	0.05	0.35	0.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	9.6	7.2	9.9	9.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	9.6	7.2	9.9	9.9	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.6			xxxxxx				9.2			9.9	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.6			xxxxxx				9.2			9.9	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #6 Ash St & California Ave  
 \*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1
Initial Vol:	59	0	40	0	0	0	0	204	40	40	235	0
Major Street Volume:							519					
Minor Approach Volume:							99					
Minor Approach Volume Threshold:	511											

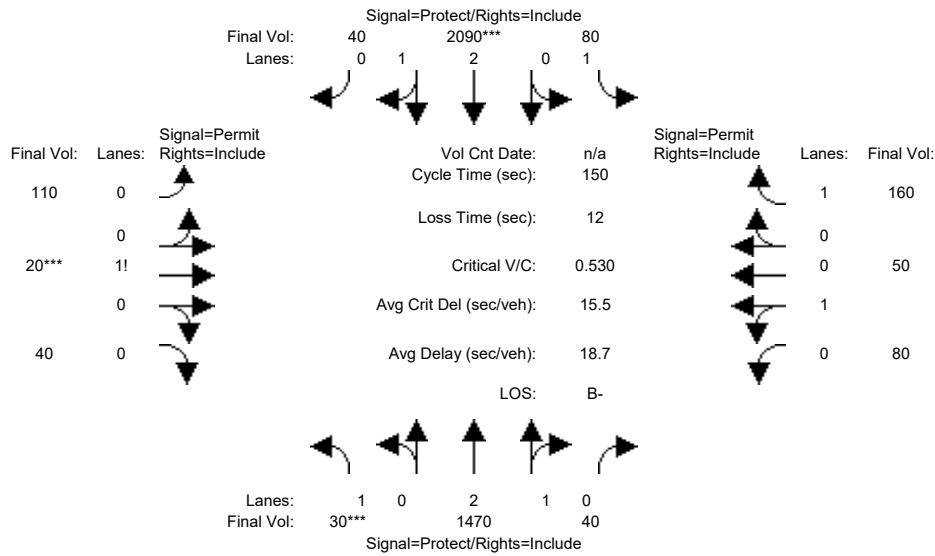
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #7: ECR & Cambridge Ave



Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	30	1470	40	80	2090	40	110	20	40	80	50	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1470	40	80	2090	40	110	20	40	80	50	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1470	40	80	2090	40	110	20	40	80	50	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1470	40	80	2090	40	110	20	40	80	50	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1470	40	80	2090	40	110	20	40	80	50	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	30	1470	40	80	2090	40	110	20	40	80	50	160

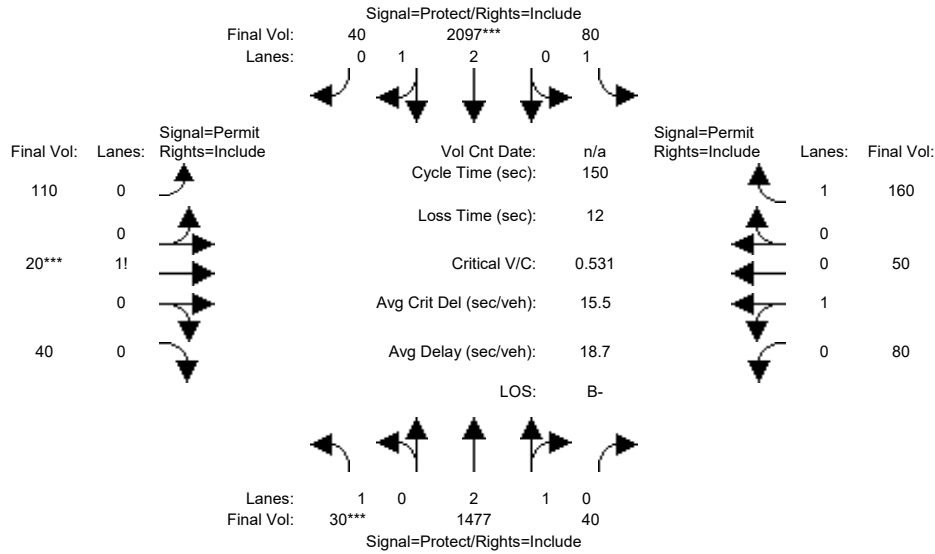
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	2.94	0.06	0.65	0.11	0.24	0.63	0.37	1.00
Final Sat.:	1750	5536	151	1750	5584	107	1143	208	416	1111	694	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.05	0.37	0.37	0.10	0.10	0.10	0.07	0.07	0.09
Crit Moves:	***			***			***			***		
Green Time:	7.0	94.6	94.6	16.6	104	104.2	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.37	0.42	0.42	0.41	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.51
Uniform Del:	69.4	13.9	13.9	62.1	11.2	11.2	56.0	56.0	56.0	54.5	54.5	55.7
IncrcmntDel:	2.8	0.1	0.1	1.4	0.1	0.1	1.9	1.9	1.9	0.8	0.8	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.1	14.0	14.0	63.6	11.3	11.3	57.8	57.8	57.8	55.4	55.4	57.1
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:	72.1	14.0	14.0	63.6	11.3	11.3	57.8	57.8	57.8	55.4	55.4	57.1
LOS by Move:	E	B	B	E	B+	B+	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	1	11	11	4	16	16	8	8	8	6	6	8

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

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

Intersection #7: ECR & Cambridge Ave

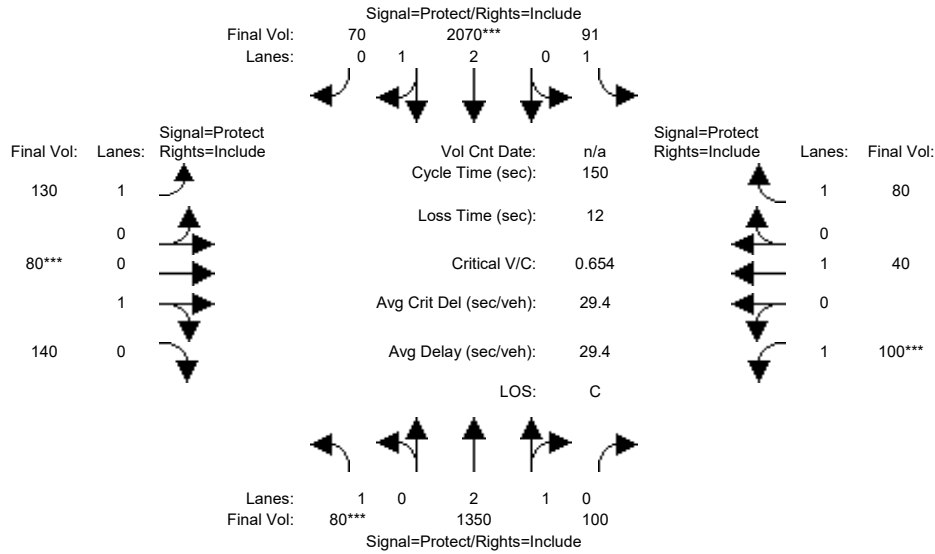


Street Name:	ECR						Cambridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1470	40	80	2090	40	110	20	40	80	50	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1470	40	80	2090	40	110	20	40	80	50	160
Added Vol:	0	7	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1477	40	80	2097	40	110	20	40	80	50	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1477	40	80	2097	40	110	20	40	80	50	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1477	40	80	2097	40	110	20	40	80	50	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	30	1477	40	80	2097	40	110	20	40	80	50	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	2.94	0.06	0.65	0.11	0.24	0.63	0.37	1.00
Final Sat.:	1750	5537	150	1750	5584	107	1143	208	416	1111	694	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.05	0.38	0.38	0.10	0.10	0.10	0.07	0.07	0.09
Crit Moves:	***			***			***			***		
Green Time:	7.0	94.7	94.7	16.6	104	104.3	26.7	26.7	26.7	26.7	26.7	26.7
Volume/Cap:	0.37	0.42	0.42	0.41	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.51
Uniform Del:	69.4	13.9	13.9	62.2	11.2	11.2	56.1	56.1	56.1	54.6	54.6	55.8
IncrementDel:	2.8	0.1	0.1	1.4	0.2	0.2	1.9	1.9	1.9	0.8	0.8	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.1	14.0	14.0	63.6	11.3	11.3	57.9	57.9	57.9	55.4	55.4	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	14.0	14.0	63.6	11.3	11.3	57.9	57.9	57.9	55.4	55.4	57.2
LOS by Move:	E	B	B	E	B+	B+	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	1	11	11	4	16	16	8	8	8	6	6	8

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

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

Intersection #8: ECR & California Ave

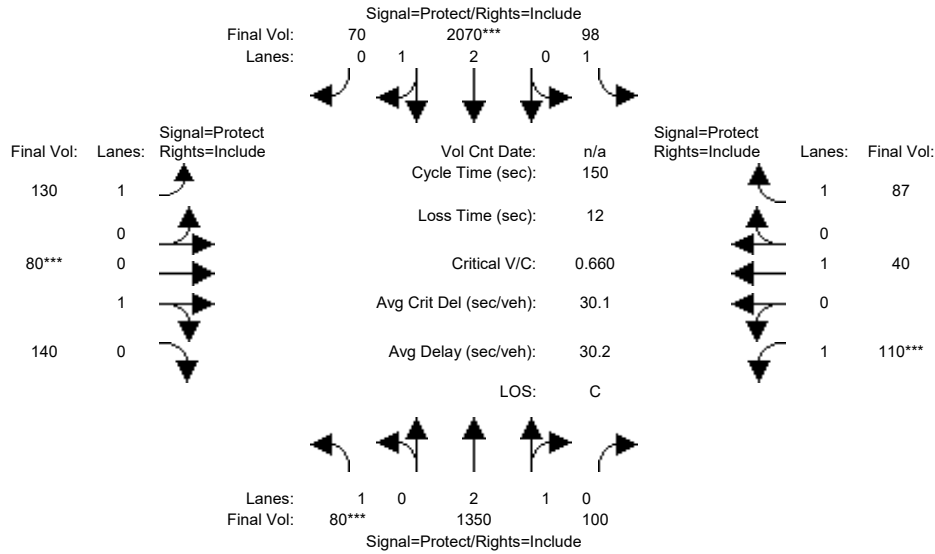


Street Name:	ECR						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1350	100	91	2070	70	130	80	140	100	40	80
Growth Adj:	1.00	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	1350	100	91	2070	70	130	80	140	100	40	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1350	100	91	2070	70	130	80	140	100	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1350	100	91	2070	70	130	80	140	100	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1350	100	91	2070	70	130	80	140	100	40	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	1.00
MLF Adj:	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 Volume:	80	1350	100	91	2070	70	130	80	140	100	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.89	0.11	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5276	391	1750	5498	186	1750	655	1147	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.05	0.38	0.38	0.07	0.12	0.12	0.06	0.02	0.05
Crit Moves:	***			****			***			****		
Green Time:	10.5	80.5	80.5	16.4	86.4	86.4	21.7	28.0	28.0	13.1	19.5	19.5
Volume/Cap:	0.65	0.48	0.48	0.48	0.65	0.65	0.51	0.65	0.65	0.65	0.16	0.35
Uniform Del:	68.0	21.6	21.6	62.8	21.6	21.6	59.3	56.5	56.5	66.2	58.0	59.5
IncrcmntDel:	12.0	0.1	0.1	1.9	0.5	0.5	1.8	4.6	4.6	9.7	0.3	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.0	21.7	21.7	64.7	22.1	22.1	61.1	61.1	61.1	76.0	58.3	60.5
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:	80.0	21.7	21.7	64.7	22.1	22.1	61.1	61.1	61.1	76.0	58.3	60.5
LOS by Move:	F	C+	C+	E	C+	C+	E	E	E	E-	E+	E
HCM2kAvgQ:	5	14	14	4	22	22	6	11	11	6	2	4

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

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cummulative+Project PM

Intersection #8: ECR & California Ave

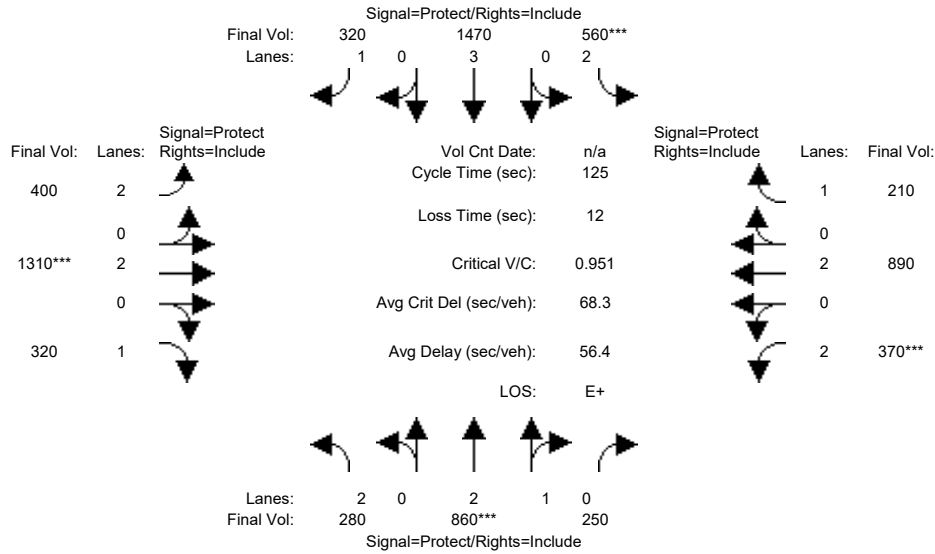


Street Name:	ECR						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1350	100	91	2070	70	130	80	140	100	40	80
Growth Adj:	1.00	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	1350	100	91	2070	70	130	80	140	100	40	80
Added Vol:	0	0	0	7	0	0	0	0	0	10	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1350	100	98	2070	70	130	80	140	110	40	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1350	100	98	2070	70	130	80	140	110	40	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1350	100	98	2070	70	130	80	140	110	40	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1350	100	98	2070	70	130	80	140	110	40	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.89	0.11	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	5276	391	1750	5498	186	1750	655	1147	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.06	0.38	0.38	0.07	0.12	0.12	0.06	0.02	0.05
Crit Moves:	***			****			***			****		
Green Time:	10.4	78.7	78.7	17.2	85.6	85.6	22.2	27.8	27.8	14.3	19.9	19.9
Volume/Cap:	0.66	0.49	0.49	0.49	0.66	0.66	0.50	0.66	0.66	0.66	0.16	0.38
Uniform Del:	68.1	22.8	22.8	62.2	22.2	22.2	58.9	56.7	56.7	65.5	57.6	59.4
IncrcmntDel:	12.7	0.1	0.1	1.9	0.5	0.5	1.6	4.8	4.8	9.4	0.3	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.8	22.9	22.9	64.1	22.7	22.7	60.4	61.6	61.6	74.9	57.9	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	22.9	22.9	64.1	22.7	22.7	60.4	61.6	61.6	74.9	57.9	60.4
LOS by Move:	F	C+	C+	E	C+	C+	E	E	E	E	E+	E
HCM2kAvgQ:	5	14	14	4	22	22	6	11	11	6	2	4

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

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

Intersection #9: El Camino Real & Page Mill Rd

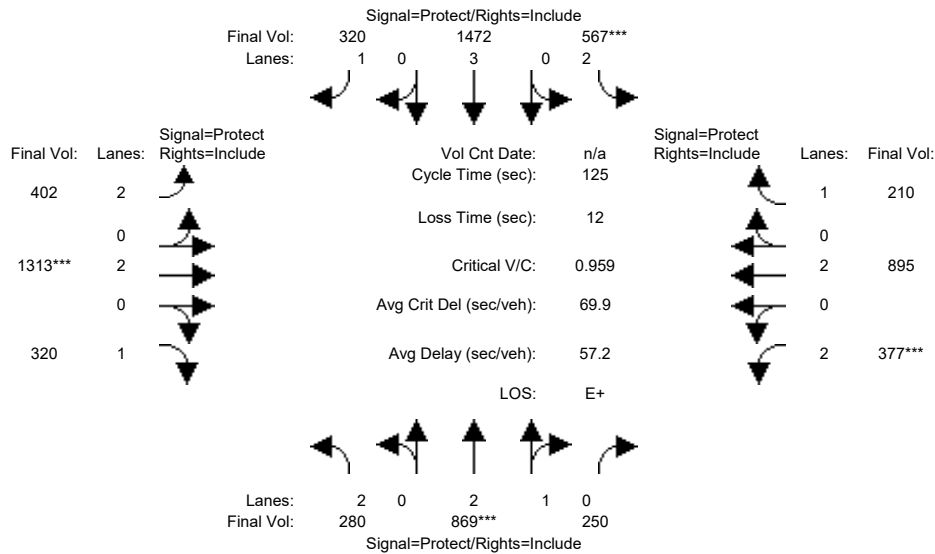


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	860	250	560	1470	320	400	1310	320	370	890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	860	250	560	1470	320	400	1310	320	370	890	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	860	250	560	1470	320	400	1310	320	370	890	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	860	250	560	1470	320	400	1310	320	370	890	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	860	250	560	1470	320	400	1310	320	370	890	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	280	860	250	560	1470	320	400	1310	320	370	890	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.31	0.69	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4388	1276	3150	5700	1847	3150	3800	1750	2625	3800	1847
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.18	0.26	0.17	0.13	0.34	0.18	0.14	0.23	0.11
Crit Moves:	****			****			****			****		
Green Time:	13.4	30.0	30.0	22.2	38.8	38.8	21.0	43.1	43.1	17.6	39.7	39.7
Volume/Cap:	0.83	0.82	0.82	1.00	0.83	0.56	0.75	1.00	0.53	1.00	0.74	0.36
Uniform Del:	54.7	44.9	44.9	51.4	40.0	35.9	49.5	40.9	32.8	53.7	38.0	32.8
IncrcmntDel:	20.5	5.5	5.5	37.8	4.7	3.9	9.6	24.7	3.3	46.6	4.0	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.2	50.4	50.4	89.2	44.7	39.8	59.2	65.6	36.1	100.2	42.0	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	50.4	50.4	89.2	44.7	39.8	59.2	65.6	36.1	100.2	42.0	34.5
LOS by Move:	E-	D	D	F	D	D	E+	E	D+	F	D	C-
HCM2kAvgQ:	9	16	16	18	20	11	10	32	11	13	16	7

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

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

Intersection #9: El Camino Real & Page Mill Rd

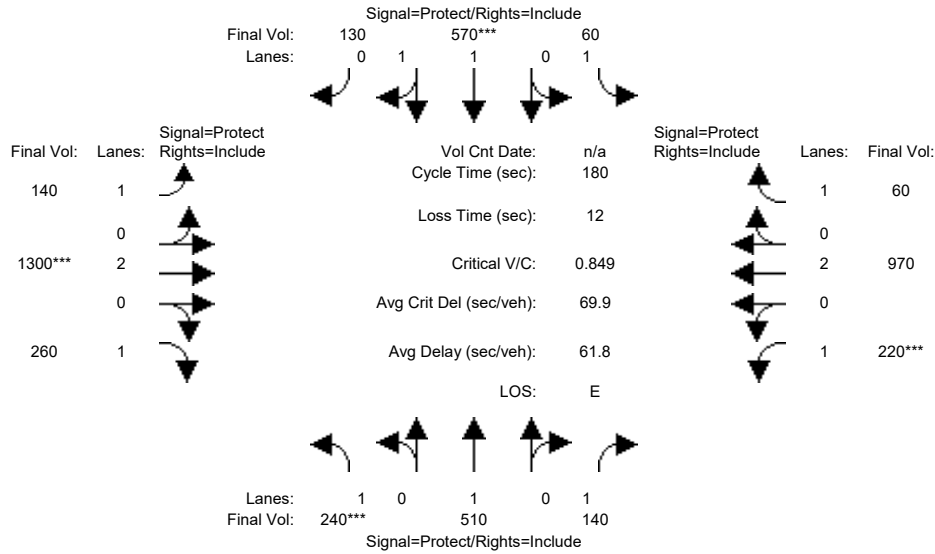


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	30	0	7	30	0	7	28	28	7	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	860	250	560	1470	320	400	1310	320	370	890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	860	250	560	1470	320	400	1310	320	370	890	210
Added Vol:	0	9	0	7	2	0	2	3	0	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	869	250	567	1472	320	402	1313	320	377	895	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	869	250	567	1472	320	402	1313	320	377	895	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	869	250	567	1472	320	402	1313	320	377	895	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	280	869	250	567	1472	320	402	1313	320	377	895	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.97	0.83	1.00	0.97	0.83	1.00	0.92	0.69	1.00	0.97
Lanes:	2.00	2.31	0.69	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4398	1265	3150	5700	1847	3150	3800	1750	2625	3800	1847
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.18	0.26	0.17	0.13	0.35	0.18	0.14	0.24	0.11
Crit Moves:	****			****			****			****		
Green Time:	13.4	30.0	30.0	22.3	38.9	38.9	21.1	42.9	42.9	17.8	39.6	39.6
Volume/Cap:	0.83	0.82	0.82	1.01	0.83	0.56	0.76	1.01	0.53	1.01	0.74	0.36
Uniform Del:	54.7	45.0	45.0	51.3	40.0	35.8	49.5	41.1	33.0	53.6	38.2	32.9
IncrcmntDel:	20.4	5.8	5.8	39.9	4.6	3.8	9.7	26.8	3.4	48.5	4.2	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	50.7	50.7	91.2	44.6	39.7	59.3	67.9	36.4	102.1	42.3	34.6
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:	75.1	50.7	50.7	91.2	44.6	39.7	59.3	67.9	36.4	102.1	42.3	34.6
LOS by Move:	E-	D	D	F	D	D	E+	E	D+	F	D	C-
HCM2kAvgQ:	9	16	17	19	20	11	11	32	11	13	16	7

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

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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	240	510	140	60	570	130	140	1300	260	220	970	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	510	140	60	570	130	140	1300	260	220	970	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	510	140	60	570	130	140	1300	260	220	970	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	510	140	60	570	130	140	1300	260	220	970	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	510	140	60	570	130	140	1300	260	220	970	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	510	140	60	570	130	140	1300	260	220	970	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3046	695	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

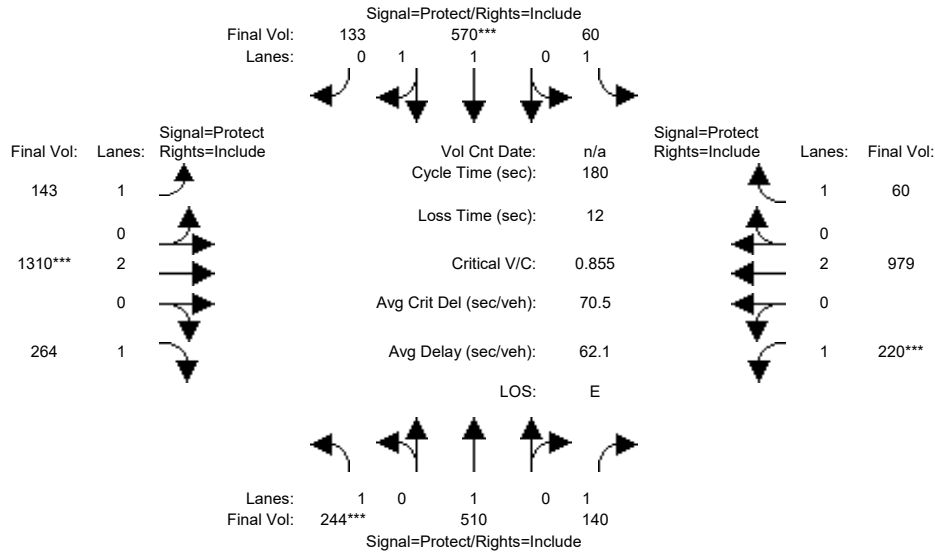
Vol/Sat:	0.14	0.27	0.08	0.03	0.19	0.19	0.08	0.34	0.15	0.13	0.26	0.03
Crit Moves:	****				****			****			****	
Green Time:	29.1	60.1	60.1	8.7	39.7	39.7	23.7	72.6	72.6	26.7	75.5	75.5
Volume/Cap:	0.85	0.80	0.24	0.71	0.85	0.85	0.61	0.85	0.37	0.85	0.61	0.08
Uniform Del:	73.3	54.6	43.4	84.4	67.3	67.3	73.8	48.7	37.7	74.7	40.7	31.4
IncrementDel:	25.9	10.4	1.0	39.8	10.6	10.6	11.4	6.1	1.5	27.7	1.7	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.2	65.0	44.4	124.2	77.9	77.9	85.2	54.8	39.1	102.4	42.4	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	65.0	44.4	124.2	77.9	77.9	85.2	54.8	39.1	102.4	42.4	31.6
LOS by Move:	F	E	D	F	E-	E-	F	D-	D	F	D	C
HCM2kAvgQ:	16	27	6	5	21	21	9	34	10	15	20	2

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



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

Intersection #10: PAGEMILL-OREGON EXPWY/MIDDLEFIELD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	240	510	140	60	570	130	140	1300	260	220	970	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	510	140	60	570	130	140	1300	260	220	970	60
Added Vol:	4	0	0	0	0	3	3	10	4	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	510	140	60	570	133	143	1310	264	220	979	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	510	140	60	570	133	143	1310	264	220	979	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	510	140	60	570	133	143	1310	264	220	979	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	510	140	60	570	133	143	1310	264	220	979	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3032	707	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.08	0.03	0.19	0.19	0.08	0.34	0.15	0.13	0.26	0.03
Crit Moves:	****				****			****			****	
Green Time:	29.4	60.2	60.2	8.7	39.6	39.6	23.9	72.6	72.6	26.5	75.2	75.2
Volume/Cap:	0.85	0.80	0.24	0.71	0.85	0.85	0.62	0.85	0.37	0.85	0.62	0.08
Uniform Del:	73.2	54.5	43.3	84.4	67.4	67.4	73.8	48.9	37.7	74.9	41.1	31.6
IncrcmntDel:	26.4	10.3	1.0	39.5	11.0	11.0	11.7	6.3	1.5	28.6	1.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.7	64.8	44.3	123.8	78.5	78.5	85.4	55.2	39.3	103.5	42.9	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	64.8	44.3	123.8	78.5	78.5	85.4	55.2	39.3	103.5	42.9	31.8
LOS by Move:	F	E	D	F	E-	E-	F	E+	D	F	D	C
HCM2kAvgQ:	16	27	6	5	21	21	9	34	11	15	21	2

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